CYCLE NEWS

WEST Volume XIX : Number 40 : October 20, 1982 85¢

Trans-Cal MX Series: Stars shine in the sand!

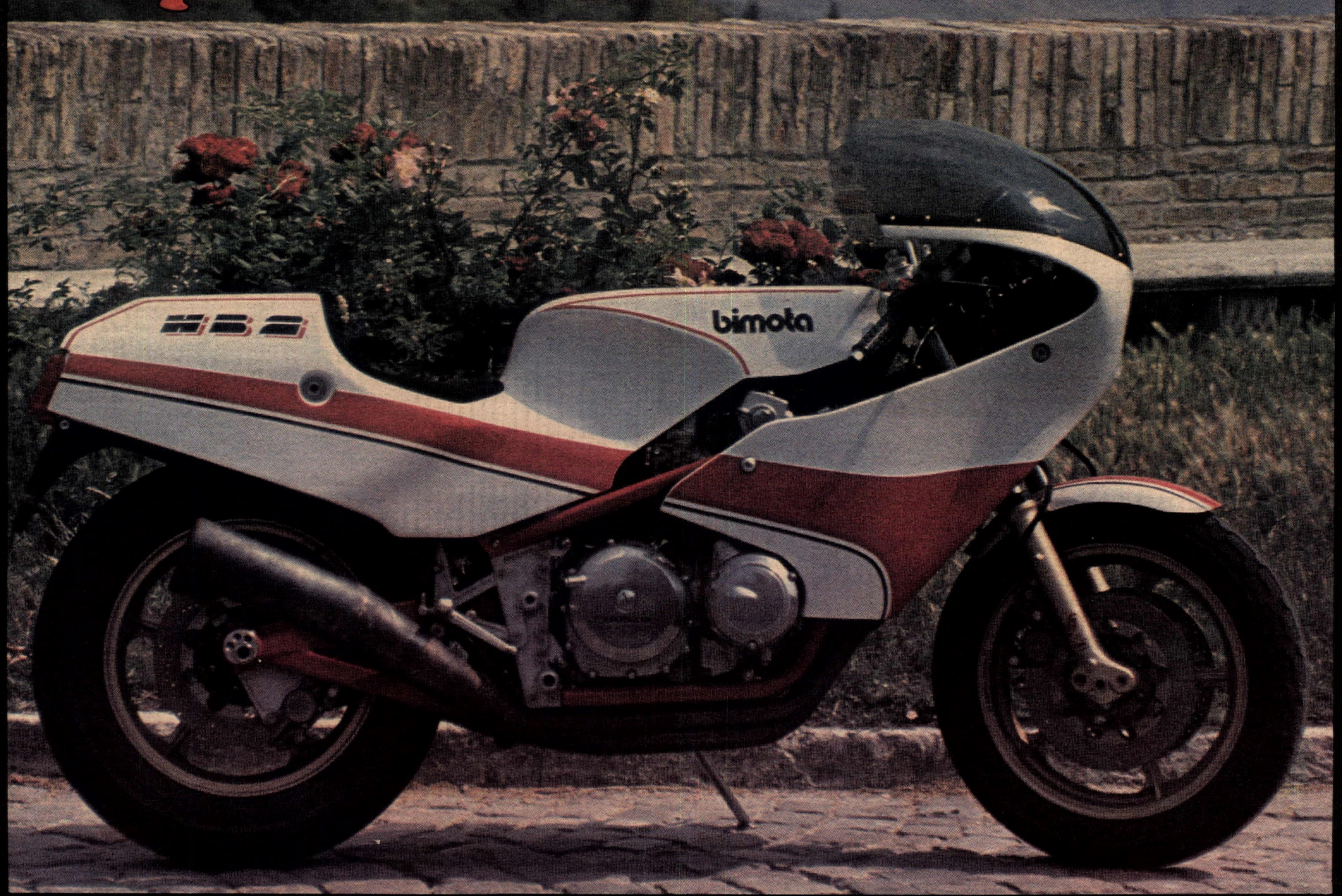
Florida's Superbike decider

AMA National Enduro

Trans-USA MX

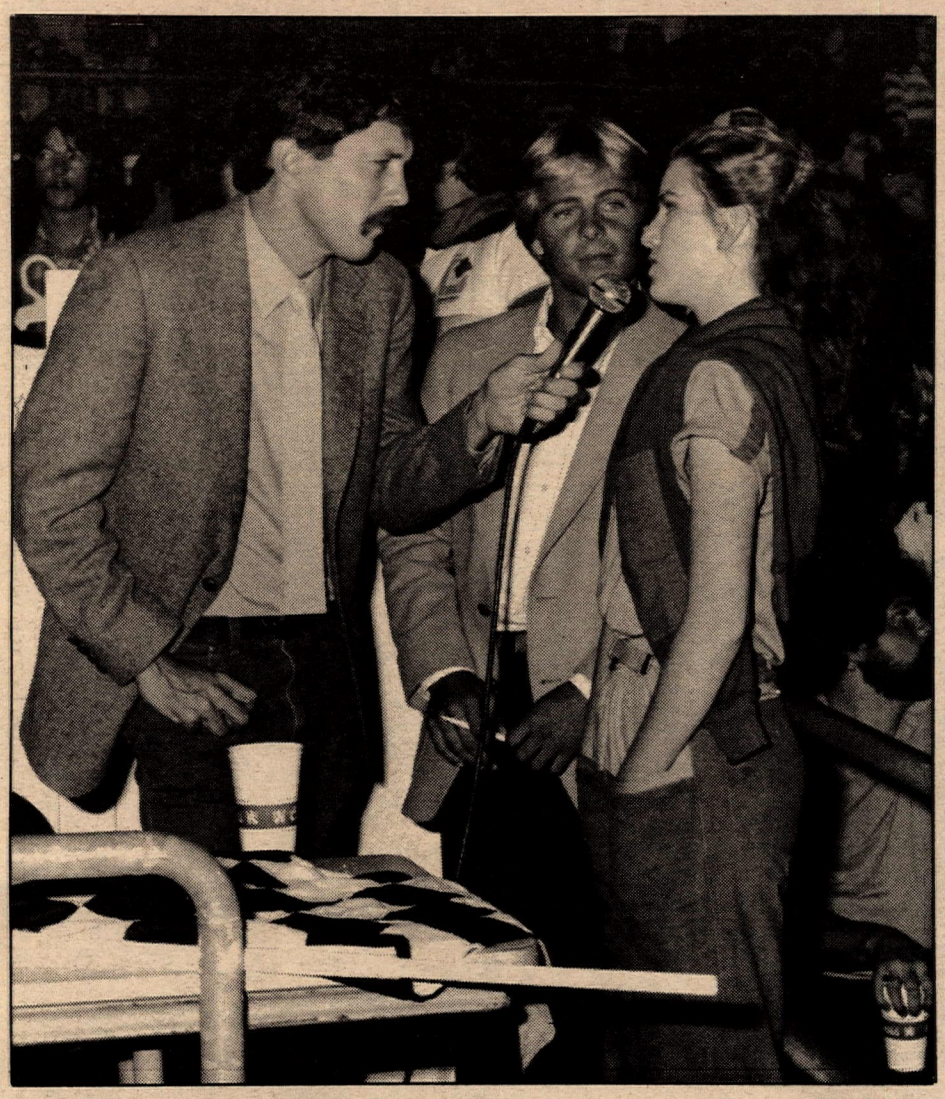
Bimota HB2

Rapid red rocket



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY



Speedway-champ-turned-actor Bruce Penhall's date at the Costa Mesa Nationals was another TV star: Melissa Gilbert of *Little House* fame. Photo by Ken Kellogg.

American Motorcyclist Association congresspersons, elected representatives of the more than 1,000 AMA chartered clubs, met in Westerville, OH, last week and concluded the annual meeting by issuing a proclamation concerning the present situation between the AMA and Honda, Suzuki, and Yamaha. Portions of the proclamation follow: "Be it resolved, by unanimous action of the 1982 AMA Congress: I. The position of Honda, Suzuki, and Yamaha in regard to professional motocross competition...represents a coercive attitude toward motorcycle enthusiasts and participants; II. Honda, Suzuki, and Yamaha have taken a narrow view of AMA activity and have thereby overlooked and infringed upon the wide membership who purchase motorcycles for other than professional competition; III. The 1982 AMA Congress strongly disapproves the actions taken by Honda, Suzuki, and Yamaha...; IV. The 1982 AMA Congress heartily endorses the position and actions taken by the AMA staff and Trustees on behalf of its members; and V. Honda, Suzuki, and Yamaha are urged to become responsible members of the AMA and to support the AMA's overall objectives for the benefit of its members instead of promoting their private interests which can be construed to conflict with the overall objectives of the AMA."

Honda held a test session Oct. 5-7 at Daytona International Speedway with factory test riders Takazumi Katayama, T. Abe and Honda Britain's Ron Haslam on hand as well as Mike Baldwin and Steve Wise. In addition, there were reportedly 25 engineers and other high level personnel from the factory at the track. The 750cc V45 Interceptor V-4, the basis for next year's Superbike, was of main interest to the American riders. Honda also had their NS500 two-stroke GP bike and the NR500 four-stroke bike on hand for testing. Baldwin, reportedly, did some laps on both. Udo Gietl, team manager for American Honda's road racing efforts, confirmed that Honda Japan will be making replicas of the NS500 GP bike, designated the RS500, and that some will be shipped to the U.S. although he did not know how many or how they would be distributed. There will be a large Honda support effort in the Superbike ranks. "I have made proposals to Honda for a support team and they accepted them," said Gietl. "I have proposed an A and B support program similar to our motocross programs. I can't be more specific at this time because there are still details to be worked out."

With the road racing season over, it's now time for the musical bikes game. Eddie Lawson, Mike Baldwin and Wes Cooley are open to deal, as is Jimmy Filice. Wayne Rainey has another year on his Kawasaki contract. Lawson confirmed he has had offers from all the Japanese companies, with Honda seeking his services on their Superbike team for next year. Yamaha and Suzuki have offered GP rides.

Kawasaki's Formula One machinery for next year will be 1000cc four-strokes and will be specially built and prepared by Kawasaki Japan. The Kawasaki Superbike effort will be based on the GPz750.

Elmer Trett topped the Top Fuel class at the October 9-10 IDBA World Finals drag race at Mississippi's Gulfport International Dragway. Russ Nyberg (Kaw) was the Pro Stock winner while Craig Burns (Kaw) took the Funny Bike win.

The Johnson Valley to Parker Check Chase ran Oct. 9, with Dan Ashcraft piloting a three-bore Husqvarna to the overall win. Lee Scheffers (Hon) was second overall, as over 300 started and about half the field finished. Complete coverage next week.

Kawasaki Team Green's Billy Liles went 1-1-3 to win the International class of the final round of the AMA Trans-USA MX Series at Unadilla in New Berlin, NY. However, Suzuki privateer Dave Hollis finished fourth to wrap up the overall series title. Maico-mounted Mickey Kessler finished second on the day with Husky's Bill Grossi third. Complete coverage next week.

The final results are in on the $150,000 pay-off by R.J. Reynolds Tobacco Company to the top finishers in the Winston Pro Series. Ricky Graham won $35,000 for first, with Jay Springsteen pocketing $20,000 for second (Springsteen is the top all-time RJR money winner, having collected $121,000 to date) and Randy Goss receiving $14,500 for third. In the first-ever separate posting for the top road racers, Mike Baldwin received $7000 for his road race championship, and his standings in the final points accounted for another $2000.

This may be comparing apples to oranges since the game was televised locally, but the attendance figure for the first American League baseball playoff game between the California Angels and the Milwaukee Brewers was 64,406. The Miller High Life Supercross Kickoff, at that same Anaheim Stadium facility last January, drew a crowd of 70,205. And baseball is supposed to be America's game...

Heavy rains in the northwest part of Nevada have forced High Desert Racing Association personnel to change the final part of the Frontier 500 Las Vegas to Reno off-road race. As it stands now, the timed portion of the race will end in Weeks (south of Reno), with racers proceeding to the Peppermill Inn and Casino for a "ceremonial" checkered flag. The race, which includes motorcycles, cars and three-wheelers, will begin at dawn, Oct. 16, near Las Vegas.

The AMA vs. Honda/Yamaha/Suzuki lawsuit is in the hands of the lawyers representing each side. "I talked to our attorneys today," said AMA Executive Director Ed Youngblood in a pressday phone interview on Monday, Oct. 11. "Where we stand at the moment is that we have issued subpoenas for certain records from the three manufacturers and they have come back and stated that they can deliver certain records to us, but that some of the information must remain confidential and only be used by the court." Asked if any efforts had been made at setting up an out-of-court settlement, Youngblood responded, "I understand that there's been some talk between the attorneys about whether settlement discussions would be appropriate at this time. But beyond that, there's nothing really happening."

AFM Pro will have its final Budweiser-sponsored road race of the year at Willow Springs, Nov. 27-28. But it won't be an endurance race, and instead will feature two 45-minute Superbike races, with the scoring done Olympic style. A 600cc Superstreet race will open Sunday's racing, with a 250cc GP race run between the Superbike heats. Purse for the Superbike race (run under AMA Superbike and AFM Superstreet rules) will be $5000, with a $1000 purse for each of the supporting events. AFM Pro also says it will run a Superbike series in 1983, although AFM Pro's Rudy Galindo would say little more than, "We are going to do it. We'll be back to you soon with more details."

Due to a drop in attendance, the regular Wednesday night motocross at Ascot Raceway ended Oct. 6. The weekly MX program is now the oldest continuous night track program in the U.S. and you can count on the track reopening the first Wednesday night in April of 1983, kicking off its 15th straight season.

The AMA Pro short track riders will be returning to the site of the famed San Jose Mile on the evening of Oct. 23 to compete for a $2,500 purse. The track will be a quarter-mile dirt oval inside the mile track at the Santa Clara County Fairgrounds, San Jose, CA. For more info., contact Bill Spencer at 415/969-1682.

Mark Oct. 31 on your schedule for The Superbikers, the made-for-ABC-television spectacle that runs every year at Carlsbad Raceway. This year's event features a $50,000 purse, $10,000 of which goes to the winner. Steve Wise, the two-time winner of the event, is expected back to defend his title, although now he'll have to transfer through the road race heat. "We're prepping the bikes now," said Honda MX team manager Dave Arnold, "I expect we'll have Andre Malherbe, Steve Wise, Danny Chandler, and Freddie Spencer, if he's healthy."

EDITORIAL

The motocross strike

Dismayed as I am by the current strike of the Big Three against AMA's motocross program, I am encouraged to think that now we, the enthusiast public and the participants, may be able to answer a big question that has been growing larger lately: Is the U.S. ready for big time motocross — I mean on the order of NFL football — and, if so, what organization is best equipped to handle it?

As a non-profit, member-owned association of clubs and businesses, the AMA does a number of difficult jobs very well, even excellently, including running motocross for the benefit of the riders first, promoter and factory second.

But, as the current NFL players' strike demonstrates, big time promotion means big money for the promoters. It is not likely that a billion dollars in TV revenue will ever be negotiated by any non-profit association. For truly big time sports promotion you need a private profiteer, like NASCAR.

The key to success in big time promotion, so it's said, is having the stars on your starting line. AMA has never been able to guarantee a promoter that the stars would come out on a given night. Only the racing factories, which hold the stars' contracts, can promise where they'll perform. So the key is the factory contract. A series featuring the top factory stars is bound to be more successful, no matter who sanctions it.

It does not follow that a motocross without the contracted stars will necessarily fail. But since the stars cost the promoter nothing, and probably add considerable revenue through his gate, the major promoters will want to deal with the sanctioner of the stars, no matter what its monogram may be.

So what the sport faces, if the current strike is carried into a permanent split, is a factory series — big time, top professional contract stars, and a privateer series, where few of the big names compete. The factories can dictate any rules they choose to their promoters, and their contract riders will have to race on any obstacle — even Bandini fertilizer. The rider will have very little say in the factory series.

I expect that TV and sponsors will jump on the Bandini wagon, new fans will be attracted to the spectacle, and promoters will get rich. But will we ever see the best motocrossers in head-to-head racing? Can the factories hold their power over the promoters when there is so much money and audience at stake? Will the riders go on strike as the NFL players have done?

Stay tuned to this newspaper for all the developments.

Chuck Clayton

Guest Editorial

Let's get wheels turning

It's time to end the ridiculous standoff squabble between the AMA and Honda, Suzuki and

(Continued to page 4)

CIRCUS CIRCUS

BARSTOW TO VEGAS IS COMING!

Saturday, November 27th

CYCLE NEWS

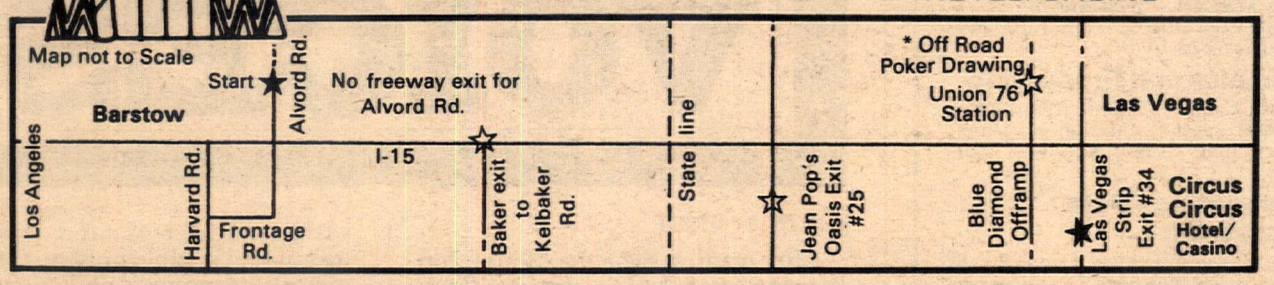
with cooperation from the SCMA chartered VICTOR McLAGLEN MOTOR CORPS and the SILVER CITY SCRAMBLERS

PRESENTS

THE 4th ANNUAL BARSTOW to VEGAS Motorcycle Road Ride and Poker Run

Road Bike Finish At CIRCUS CIRCUS HOTEL/CASINO

Off Road Poker Drawing at Las Vegas Union 76



DIRECTIONS & DETAILS

Registration — Saturday, November 27, 1982 opens: 8 a.m. closes: 11 a.m. Drawings at Circus Circus (Road) and Las Vegas Union 76 (Off Road) at 3 p.m. sharp.

Start and Registration — I-15 east to Harvard Road Exit (approx. 20 mi. east of Barstow), right turn. Turn left on Frontage Road (on south side of Freeway) approximately four miles turn left on Alvord Road then across Freeway to CYCLE NEWS' motorhome.

First Check — Baker, California (approx. 40 miles from Alvord Rd.) Check in by taking Baker Exit Road to Kelbaker Road (1st stop sign). Turn right, go past I-15 on ramp to CYCLE NEWS Check In. (Road Bikes only)

Second Check — Jean, Nevada (approximately 65 miles from Baker). Jean off-ramp to Pop's Oasis and CYCLE NEWS Check inside the Casino. (Road Bikes only)

Poker Drawings — Las Vegas Nevada (approximately 20 miles from Jean)

Off Road Drawing — Blue diamond off ramp left to Union 76 Truck Stop and CYCLE NEWS Poker Run Drawing under the Union 76 sign.

Road Bike Drawing — Las Vegas Strip off-ramp north on Strip (approx. 7 mi.) to Circus Circus Drive turn left (approx. ¼ mi.) to Circusland RV parking Blue checkered pylons on right to poker drawing.

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For Circus Circus Hotel/Casino Room Reservation and Circusland RV Park information call Toll Free 1-800-634-3450.

Watch Cycle News for more Information or call the Cycle News office (213) 427-7433.

Las Vegas Area Information Center
6029 W. Charleston Blvd.
Las Vegas, NV 89102
Open seven days a week and evenings
(702) 870-9511

Silver State YAMAHA

BARSTOW TO VEGAS 4 MAIL-IN ENTRY FORM

MAIL — IN ENTRIES Send $5.00 (check or money-order made payable to Cycle News, please) for each rider and/or passenger along with a completed registration blank to: Cycle News B to V 4, P.O. Box 498, Long Beach, CA 90801-0498.

Please Print

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Address _____

City _____ State _____ Zip _____

Motorcycle Brand _____ Engine Size _____

AMA # Other Association _____ Number _____

1982 CYCLE NEWS B to V 4

Mail-In Entry Closes November 5, 1982

You will receive your registration number by return mail. Just show up at the start area between 8 & 11 a.m. November 27th, pick up your event package and head for Vegas!

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Bimota's latest creation in EPA illegal glory. Photo by Alan Cathcart

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VOICES

Another view

After reading the letter of Mrs. Jon Woo in the Oct. 6 issue of *Cycle News*, I felt the situation needed a bit more clarification. I too competed in the Superbike race at Seattle on Sept. 12 and believe some of the results were in error. Also like Mrs. Woo, I was unaware of the finish positions until after the 30-minute protest period had expired. Unlike Mrs. Woo however, I did not find it necessary to place the blame for incorrect scoring on another rider. I am sure Jon Woo is aware of the AMA protest rules and was apparently not concerned enough about his finish position to check the results within the protest period.

I doubt that anyone knows exactly how many positions were affected. However, once the results are final, no rider, whether his position is improved or not, has the power to change the results. To place the responsibility on another rider for scoring errors or one's own failure to check a results sheet is unfair.

DAN ZLOCK
Spanaway, WA

No luck

This is just great! I look forward to one thing every year, and that's an outdoor MX race. I went to New Castle in '76 and Mid-Ohio every year since then, until now. I took a vacation last year and drove to Unadilla to catch the USGP, and attended the Pontiac Supercross earlier this year.

So now that Mid-Ohio is closed to MX and open to rock concerts, I was planning on going to Mt. Morris until they canceled, so I set my sights on the Denver Trans-USA. Even when the factories pulled out I was still going because I'm behind the AMA, but now Denver's canceled.

Since my luck has run out and Pro MX is history in the Mideast, I wonder if there are any decent road races.

GREG MARTIN
Union, KY

How Sweet it was

I recently completed a summer tour for my AMA Expert points in the dirt track division. I earned the needed amount and locked up the Junior Central Regional Championship fairly early in the season. That I had such good success and the bonus of making some super friendships with a number of my competitors was made possible only by the backing of my sponsors and friends. My deepest gratitude to: Jeff Clawson, my Harley owner, tuner and driver; Sure-Fire Distributors; Petersons H-D of Miami; Star Leathers; Nippondenso; Ken Childs' Cycle Supply of Houston; "Spike" of Out Front Number Plates; ex-National #99 Dave Estep and his family, who put me up at their home between races; and, last but not least, National #42 Steve Morehead who gave me moral support and good advice along the way.

The support my Mom, Dad and brothers Barron and Rock gave is in a class all by itself. They have been believers in me from day one.

SAMMY SWEET
Porter, TX

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Guest Editorial

(Continued from page 3)

Yamaha. It's time to bring the problem — the real problem, whatever it is — into the open and resolve it. The existing situation cannot be allowed to continue running its course in hopes that it will mend itself.

What has transpired to date can be compared to a low budget soap opera. Thousands of dollars have been spent, pages of words have been written, and untold hours have been poured into cloak and dagger meetings.

The basics are as follows: In February, a meeting was held and the format of professional motocross was altered. Instead of National Champions in 125, 250cc and Open classes and Supercross and Trans-USA, there was to be only one champion. The proposal was accepted by the AMA board of trustees.

Honda, Suzuki and Yamaha decided they could not live with the changes due to committments already made to riders and works cycle production.

The matter was again brought before the AMA board and the board upheld, with minor changes, the new format.

In August, entries from the factories were withdrawn from the Trans-USA series. Notice was served that the factories would not participate in 1983 in the newly formated motocross program.

Meetings were held in September between the AMA and Honda, and the AMA and Suzuki. Yamaha refused to meet with AMA representatives. The result of that meeting was a lawsuit filed by the AMA.

There are rumors that in between the meetings, there were phone calls and letters. What they were about is anyone's guess if indeed they even existed.

The bottom line? The AMA, — the organization funded by you and I — has filed suit against Honda, Suzuki and Yamaha — the companies supported by you and I — in the amount of $15,000,000. And the fact of the matter is, no matter who wins the suit, if there ever is a winner, you and I are the losers.

At stake is:

1. Motorcycle racing in the U.S. Don't kid yourself. Professional motocross is not the only area to be considered. Ultimately all racing, even at the Amateur level, will be affected.
2. The very existence of the AMA. Far fetched? Not at all. Legal fees, loss of revenue and loss of memberships could easily bankrupt the AMA. And without the AMA, motorcycles will be legislated to the point of virtual non existence.

I personally am a life member of the AMA. I have purchased cycles manufactured by the companies named in the suit. Motorcycling is my life, it's being threatened and I demand to know why!

I want the AMA and Honda, Suzuki and Yamaha to finalize this mess and to do it now. If they can't, then I want them to publicly state the problems and their reasons for not being able to live with each other.

I want the four parties concerned to select an investigative board that will listen to all the problems and all the positions and come up with solutions.

My wants and my demands by themselves, I guarantee, will fall on deaf ears. But the wants and demands of all of us, in a combined show of force, will not. So, I am asking you —no, I'm begging you — to join me in the biggest show of strength ever presented by motorcyclists.

Take the time — and do it now —to write a personal note to each of the persons listed below. Demand, as I am doing, that this mess be cleared up and that it be cleaned up now. Then go to your friends and ask them to join our cause.

I want and need the AMA and I want racing in 1983.

The four organizations have reached an apparent impasse. Our show of concern is the tool needed now to break that impasse.

Let's get wheels turning and let's start now. Don't rely on your neighbors. Send your letters now to the following:

Mr. Ed Youngblood, AMA, P.O. Box 141, Westerville, OH 43081.

Mr. K. Fukatsu, American Honda Motor Co., Inc., P.O. Box 50, Gardena, CA 90247.

Mr. Y. Nasuda, U.S. Suzuki Motor Corp., 3251 East Imperial Hwy., Brea, CA 92621.

Mr. T. Kimura, Yamaha Motor Corp., U.S.A., 6555 Katella Ave., Cypress, CA 90630.

Larry Maiers

TEN YEARS AGO

Maico's **Ake Jonsson** took the third round of the Trans-AMA MX Series by storm, winning in St. Louis, MO. Jonsson took the first two motos in front of Husky's **Heikki Mikkola**, then placed second in the final moto to clinch the overall ahead of the Finn. **Hans Maisch** put a Maico in at third overall, with **Brad Lackey** taking his proto Kawasaki to sixth overall and top American, one slot in front of **Gary Jones** (Yam). **Bob Grossi** (Hus) won the support class.

Out in the desert, 1000 riders started the 22nd annual Check Chase. First to Parker, AZ, after 150 Checker miles, was Bultaco rider **Larry Pfutzenreuter.** Second overall, first Open Expert, went to Yamaha pilot **Tom Smith. Bill Friant** really hustled to place his 175 Puch third overall and first Division II Expert. **Larry Berquist** was fourth overall, and **Mitch Mayes** (H-D) was first Trailbike.

An indoor short track on the concrete floor of the Oakland Coliseum found **John Gennai** and **Dave Aldana** on the aforementioned floor, and **Rick Hocking** atop the winner's circle. **Dave Hansen** finished second, while Aldana and Gennai took advantage of the restart after their crash to finish 3-4.

Bultaco-mounted **Charlie Soderstrom** won the 250cc Expert class at a D-37 TT scrambles in Adelanto, CA. In a swap of Spanish iron, **Tom Heard** finished second on an Ossa, followed by **Dick Louis** and his Bultaco.

Phil McDonald, Kerry Fowler and **Don Fuller** finished 1-2-3 in the 250cc Expert class of a Salt Lake City, UT, motocross. **Dennis Packard** won the Open Expert laurels, while **Peter Crandall** took the measure of the 125cc Experts.

Led by **Ivan Mauger** and his 11 points, Great Britain won the World Team Speedway Championships, defeating squads from Russia, Poland, and Sweden. Ironically, both Mauger and another GB team member, **Ronnie Moore,** hailed from New Zealand.

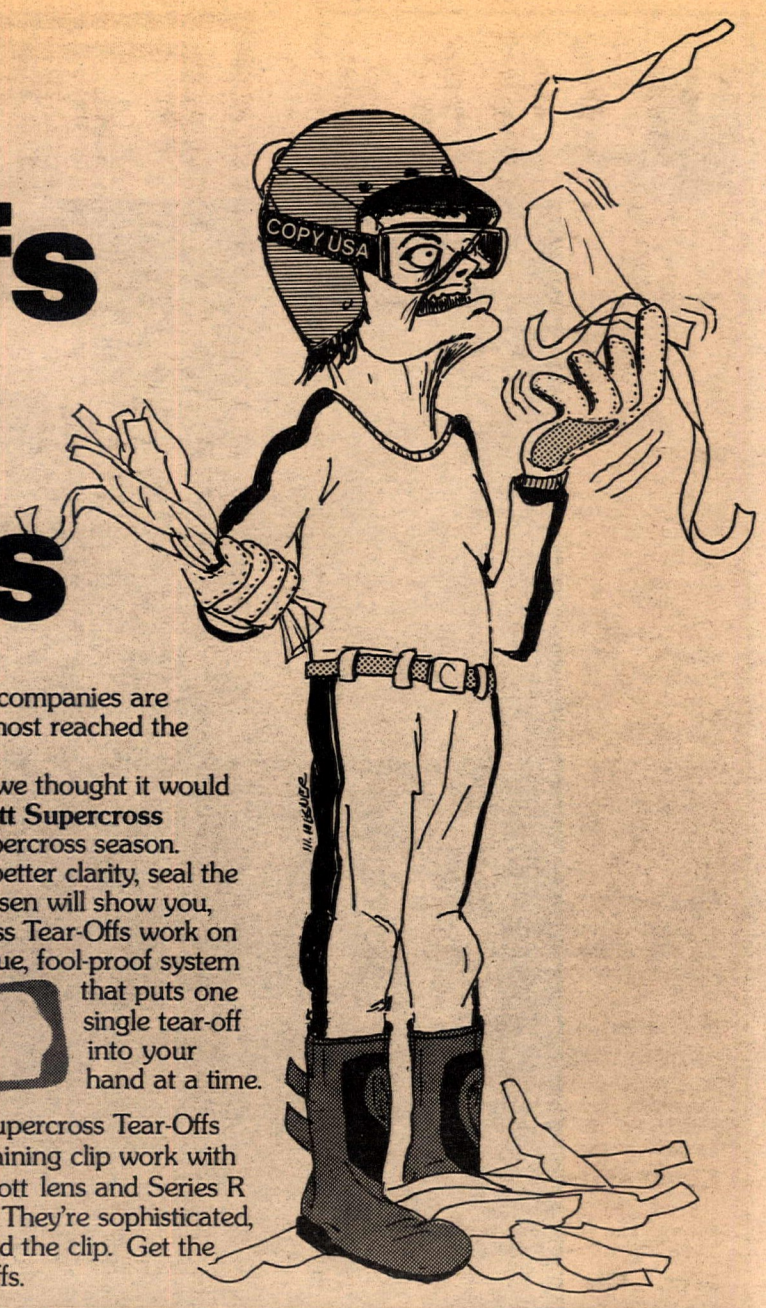
The top 16 northern California speedway riders met in Sacramento for the Cal-Expo Speedway Championship, with **Pat Rooney** taking home top score.

Some of the top observed trials riders in the country met for the two-day Ute Cup trial in Colorado. **Wiltz Wagner** led **Bob Nickelsen** and **Lane Leavitt** at the end of day one, but Nickelsen and Leavitt both rallied on the second day to finish first and second respectively.

In the hands of road racers **Paul Smart** and **Hurley Wilvert,** the 903cc Kawasaki Z-1 scored its first victory in a 250-mile production race at Vacaville, CA.

New Yamaha models included 750 and 500cc four-stroke twins, and a new 500cc MXer to go along with the existing 250 and 360 models.

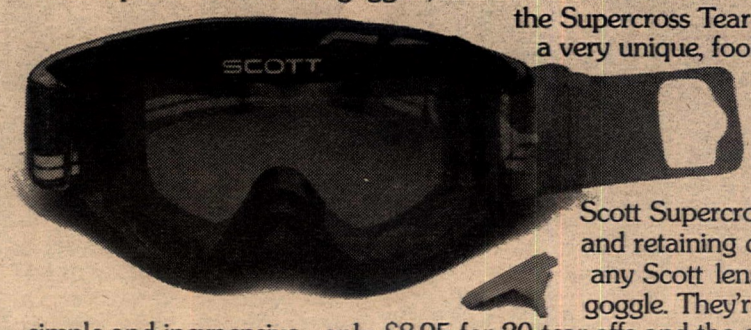
Our Tear-Offs aren't Rip-Offs



In case you hadn't noticed, most of the goggle companies are coming out with new Tear-Off systems–and they've almost reached the level of our familiar Scott Tear-Off system.

Since they're catching up with our old system, we thought it would be a good time to come out with our new system–**Scott Supercross Tear-Offs,** designed and perfected during the 1982 Supercross season.

Our new Supercross Tear-Offs are thinner for better clarity, seal the entire top and sides of the goggles, and as Donnie Hansen will show you, the Supercross Tear-Offs work on a very unique, fool-proof system that puts one single tear-off into your hand at a time.



Scott Supercross Tear-Offs and retaining clip work with any Scott lens and Series R goggle. They're sophisticated, simple and inexpensive– only $8.95 for 20 tear-offs and the clip. Get the Tear-Offs that aren't Rip-Offs, Scott Supercross Tear-Offs.

"Scott Supercross Tear-Offs are easy to put on", says **Donnie Hansen,** "You just fold back the tabs and pop them in place, I usually stack 4 or 5 for a muddy moto."

"My view isn't blocked by pins or posts in the lens, but when the race gets muddy, I just reach up and grab the only tab sticking out. It's easy to find because there's only one."

"Because there is only one tab out at a time, I only remove one tear-off, and not a whole wad. Even before the old tear-off leaves, the next tab for the next tear-off pops up."

"After you pull off the dirty tear-off the next one is always clean. The new Supercross Tear-Offs have a better seal along the top and sides of the goggles, and don't let dirt penetrate."

The Scott Supercross Tear-Off system is used by 125cc World Champion **Eric Geboers,** 250cc World Champion **Danny LaPorte,** 250cc & Supercross National Champion **Donnie Hansen,** 500cc National Champion **Darryl Shultz,** and 1982 Motocross & Trophee des Nations World Championships **Danny "Magoo" Chandler, Jim Gibson** and **David Bailey** along with other National and International racing stars.

Sun Valley, Idaho

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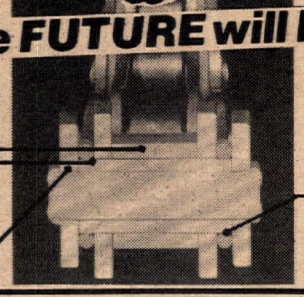

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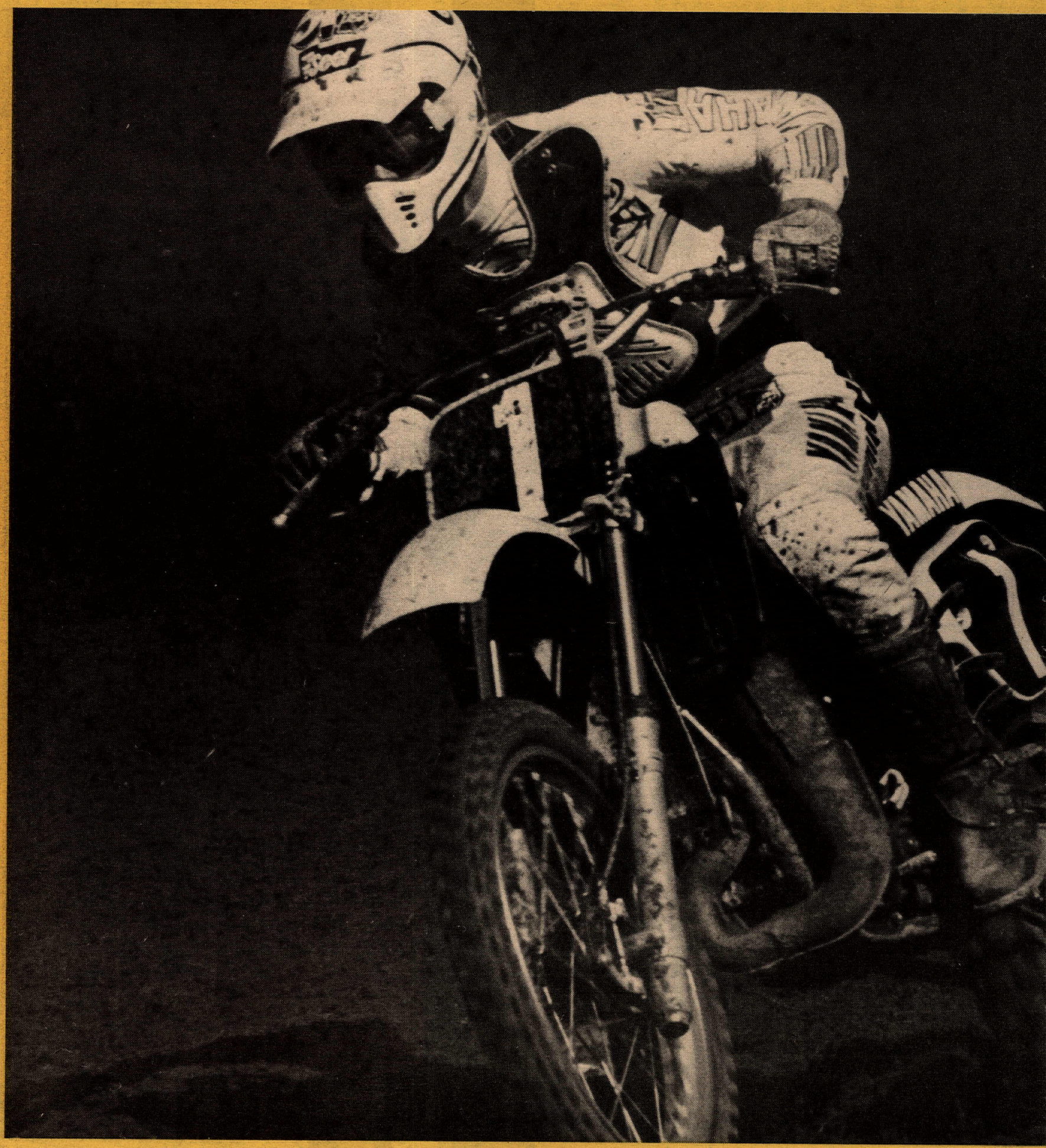

Glover wins at Hollister Hills. Yamaha sells his bike.

On October 3rd, Broc Glover rode to victory in the 250cc class of the Miller High Life Trans-Cal motocross series. Making it two overall wins in a row.

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(Above) Steve Martin grabs the second holeshot of the day in the 500cc Pro class, ahead of Phil Larson (15), Clint Hardick (9), Jim Holley (96), Mike Bell (behind 29), Scott Johnson (2), Tim Locey (behind 2), Juan Benavidez (16) and Mark Murphy (52). The track made for high-flying action. Jim Gibson demonstrates on the way to second overall.

CMC/Miller High Life Trans-Cal Series: Round 3

Martin, Glover, O'Mara 'whoop' it up at Huron

By Karel Kramer

HURON, CA, OCT. 10

Honda team members Johnny O'Mara and Steve Martin took class and double moto wins in the 125 and 500cc classes, respectively at today's third round of the Miller High Life/Continental Motosports Club Trans-Cal Series. Yamaha teammates Broc Glover and Rick Johnson split wins in front of the modest crowd with Glover taking the win due to Johnson's first moto third placing. Of the three class winners, only O'Mara was mounted on works machinery. Glover, Johnson and Martin were piloting 1983 production bikes.

Mike Bell rode to second in the 500cc class with starts in the top 10, but Tim Locey put his '83 YZ490 into third the hard way after starting last in the first moto due to a first turn incident. Scott Burnworth took his OW125 Yamaha to third 125cc behind Jim Gibson after working up from a first moto start similar to Locey's. David Bailey rode late moto charges to third in the 250cc class.

The Huron track was a pleasant surprise after the drive through the surrounding countryside, which grows excellent crops, but looked flat and very dry. The Huron course resembles an outdoor, sandy, supercross track. Built below ground level, a large grassy levee around the course provided the spectators with excellent viewing. Unfortunately, the track became a single berm one-liner soon after practice making for difficult passing in the 125cc class. Position changes stayed at a minimum in most races and there were no come from behind winners. Suspensions and endurance were tested, despite the shorter than National motos, by the rough, choppy whoops that textured the multi-jump track. Several large, but usually safe double jumps allowed the spectators to see the art of jumping displayed at its finest.

Absent from this week's line-up were last week's 125 and 500cc winners George Holland and Alan King. Only Warren Reid, who finished fourth in the 250cc class, was on hand to represent the Suzuki factory. Mike "Chief" Tripes was the most successful Euro-bike campaigner. He put an '83 250 Husqvarna into sixth in the 250cc class.

Minis

Yamaha did their homework during the week and Yamaha YZ80-mounted Bob Moore, a top runner last week till a fall put him down, grabbed decisive holeshots in both motos. Danny Storbeck, Yamaha's most successful rider at the Ponca City Mini Nationals, made his flight from San Antonio worth the effort with a second in moto one followed by R&D Suzuki-mounted Larry Brooks.

In the second moto, Moore, who is diminutive even for an 80 rider, used his light weight to his advantage in the power robbing sand and grabbed a big lead. Brooks, Storbeck and Kawasaki's Willis Surratt, Paul Denis and Kyle Lewis followed ahead of Honda-mounted Tyson Vohland.

Moore was stretching his lead as Brooks and Storbeck battled. Storbeck, the Mike Bell of 80 riders, was giving away a lot of ground at the exit of each turn to Brooks, but pounded into the turn harder than any rider on the track. The tactic paid off as Brooks bogged momentarily and Storbeck was into second and gone.

Storbeck and Moore played cat and mouse for the final three laps with Storbeck agonizingly close, only to see Moore jet away out of the turns. The battle went to the flag with Moore winning by inches.

125cc Pros

The O'Show was trying for an Oscar at Huron! O'Mara led both motos from start to finish with leads of as much as 25 seconds over the assorted second place riders. He routinely had a 50 second cushion over third place. O'Mara was followed out of the first turn by Rick Ryan's Suzuki that sounded like it had spent the week wolfing health food. It was definitely crisper than at previous races. Yamaha's Troy Blake and Gibson filed in ahead of Mike Beier, Brian Myerscough, Jim Anderson and Chris Howard — the latter two Yamaha-mounted.

O'Mara was gone from the first lap. Ryan and Gibson had large gaps between themselves and the pack. Blake was back to fourth. Gibson reeled in Ryan and came out of the back section without him on lap four. Ryan came around behind Anderson.

At the halfway point of the moto, O'Mara was sitting on a 20 second cushion and smiling through the turns. Gibson had 27 seconds on Blake and Myerscough was debuting the '83 Honda CR125R in fourth place. Anderson was behind Myerscough and followed still by Ryan. The only rider doing any serious passing was Burnworth, who had improved his 27th place start to 12th.

The only changes in the order were Ryan's drop to 29th position with unknown problems and Burnworth's continued drive to fifth for the moto.

Burnworth decided to try it the easy way for moto two, and he exited turn one behind O'Mara followed by Gibson, Ryan, Suzuki's Chris Heisser, Blake, Anderson and Yamaha pilot Rob Engel. Gibson didn't come around where he should have saying later, "I relaxed a little bit around a turn and the bike washed out and I fell down. I could see Johnny, but there wasn't enough time."

Burnworth tried to stay with O'Mara, but his bike was not cooperating. By the second lap, O'Mara had another lead and Gibson was passing people right and left. Lap three saw Gibson back into third with the top four reading O'Mara, Burnworth, Gibson and Ryan. Blake and Anderson were involved in an excellent race in the five/six slots that would last the entire moto. Behind them was a large gap.

By lap seven the first three were way out front and spread, but by lap nine it was obvious that Gibson was closing on Burnworth.

Gibson passed Burnworth on lap 10 and did what he could to reel in Johnny, but there was no time. Ryan hung in for fourth followed by Blake and Anderson. Old minibike rivals A.J. Whiting and Myerscough had gated poorly and hooked into a battle that carried them from around 20th to seventh for Whiting and ninth for Myerscough, sandwiching Roger Hensley.

The top three overall were the same as the second moto.

250cc Pros

David Bailey looked like the man to beat as the pack rounded the second turn of moto one. Warren Reid's factory Suzuki inhabited second ahead of Scott Manning, Glover, Honda's Kenny Keylon, Team Tamm's Dean Cates and World Motocross Champ Danny LaPorte.

Manning dropped out of the top 20 on the second lap and Glover and Keylon took over third and fourth. LaPorte took fifth followed by Cates, Jim Tarantino and Mike Shoemaker on Honda's. Glover moved into second on the third lap and Keylon began catching Reid, leaving LaPorte alone. For seven laps into the race, the top five stayed the same. Then, as Bailey and Glover lapped traffic, Glover lost 10 seconds in the back section. It looked like Bailey might do it.

On lap eight, LaPorte started cruising and later dropped out. Johnson was mired in mid-pack at the start, but made his way to 11th before the first lap was over. He was on the move in the pack and was up to fifth on his way to third.

Broc took the lead from Bailey on lap 10, and Johnson took third from Reid on the 13th lap and the order was set — Glover, Bailey, Johnson, Reid, Keylon, Tarantino and Shoemaker. Keylon had a half lap lead over Tarantino.

Glover took the second start, and after a few turns the order settled in with Bailey second, then Johnson, Reid, Cates, Tarantino, LaPorte, Shoemaker and Brian Maloney.

Johnson chose lap two to hold it on over the mechanic area dropaway, go inside Bailey and beat him to the finish line jump. Bailey tried to go back around, saying later, "I was trying as hard as I could, but I couldn't get it together at the beginning of the race. I wanted to get away from Johnson, but I blew it and he passed me."

LaPorte dropped out on the third lap after looking down at the rear section of his bike. Keylon moved from 11th to fourth ahead of Shoemaker, Cates, Maloney and Tripes.

Johnson began fighting lapped riders, but looked smooth and agressive. He began to reel Glover in. On lap seven he jumped clear to the bottom of the 30 foot high finish jump too close on Broc's rear fender. Johnson got a good drive toward the triple-jumps, got beside Glover, then hit him — blowing him out of the turn. Glover lost only about 15 feet. "I got going a little too fast over the triples. I had the inside line, and I would have hit the tires and crashed, so I just held my line and sort of pushed him out," said Johnson. Tripes passed Maloney and Cates for sixth after Keylon got sideways off of the big double-jumps and mowed down a few spectators. The crash looked bad, but no one was injured. Johnson took the win and second overall; Glover was second followed by Bailey, Reid, Shoemaker, Tripes and Maloney.

500cc Pros

The 500cc win was a relatively bloodless kill for Steve Martin. Martin took one look at the sand, thought of home in Florida and let only Phil Larson show him a rear fender, and then only briefly. Fellow Floridian Mark Murphy put his Yamaha through the first turn in second and stayed there for the duration. Murphy was mounted on an '82 YZ490. Nor-Cal's Jimmy Ellis held third for several laps, but fell and either separated or dislocated a shoulder. By lap six, Mike Bell was in third, up from fifth, Larson had moved up from a ninth place start, but allowed Jim Holley to move into fourth. He was followed by Larson, JoJo Keller, Suzuki support rider Clint Hardick, up from 14th, and Jimmy Weinert. Last week's privateer star, Tim Locey, had started dead last and was up to 11th on his way to a moto sixth.

Larson resumed occupancy of fourth, Locey moved to sixth and the leaders were set.

Dave Gerig stuffed Greg Torgerson in the late laps, causing Torgerson to bobble and hold up Murphy momentarily. That allowed Bell to close, but not pass.

Martin played follow the leader in the second moto, with Larson, Hardick, Holley, Bell and Moto-Meister Maico-mounted Scott Johnson. Johnson used four feet of welding rod to repair a pipe between motos and went on to card the best Maico finish of the series.

Larson took a look out front on laps three and four then Martin took it back. Bell and Locey got together and started their drive. They dropped Hardick two notches on lap six and Holley one on lap nine. That pass put Bell in second and Holley in third. Bell got closer to Martin, but not close enough. Holley lost third to Locey two laps from the finish. The top three overall was the same as the second moto finish — Martin, Bell and Locey. Murphy's second moto eighth gave him fourth. ●

(Above) Johnny O'Mara was fast, smooth and stylish. He carded double wins. (Left) Jim Holley (96) and Phil Larson (15) seemed to duel like this all day. Holley won out in the end. (Below) Broc Glover had a few troubles, but for the most part, put in another strong, smooth ride.

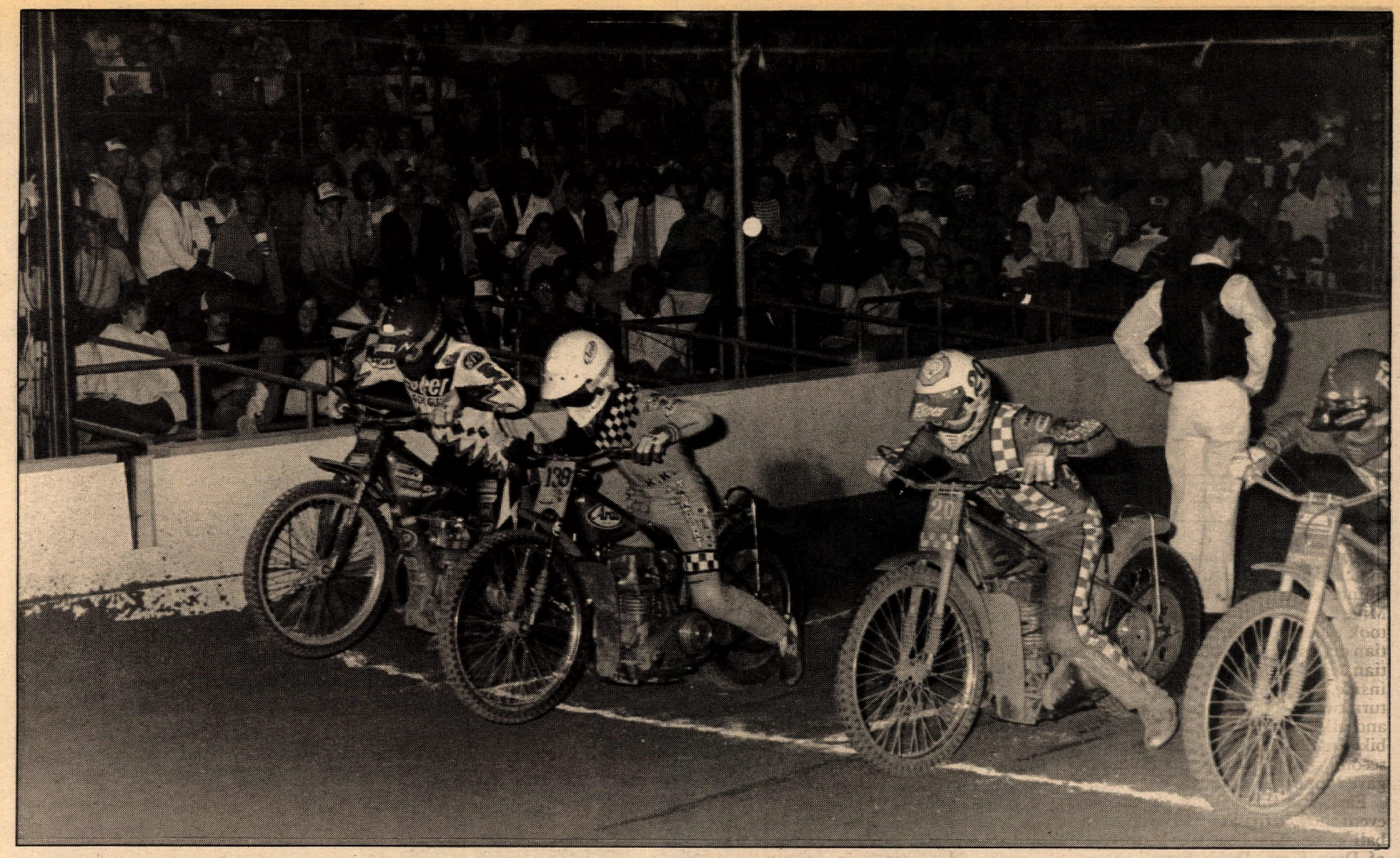
Results

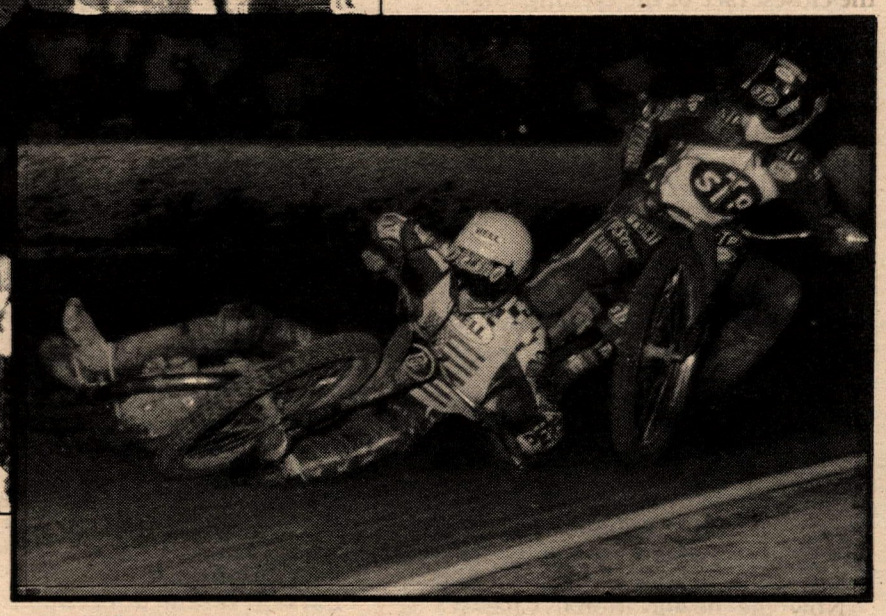
MINI EX: 1. Bob Moore (Yam); 2. Danny Storbeck (Yam); 3. Larry Brooks (Suz); 4. Paul Denis (Kaw); 5. Willie Surratt (Kaw); 6. Kyle Lewis (Kaw); 7. Eddie Hicks (Yam); 8. Mouse McCoy (Hon); 9. Tyson Vohland (Hon); 10. Mike Healey (Hon).

125 EX: 1. Johnny O'Mara (Hon); 2. Jim Gibson (Hon); 3. Scott Burnworth (Yam); 4. Troy Blake (Yam); 5. Jim Anderson (Yam); 6. Brian Myerscough (Hon); 7. A.J. Whiting (Yam); 8. Gary Bowman (Suz); 9. Mike Larson (Hon); 10. Rodney Smith (Yam); 11. Robbie Brown (Suz); 12. Mike Fisher (Hon); 13. Mark Flesia (Yam); 14. Rick Ryan (SUz); 15. Tony Gomez (Suz); 16. Todd Campbell (Kaw); 17. Taylor Marcell (Yam); 18. Jim Keese (Yam); 19. Michael Whalen (Yam); 20. Rob Engel (Yam).

250 EX: 1. Broc Glover (Yam); 2. Rick Johnson (Yam); 3. David Bailey (Hon); 4. Warren Reid (Suz); 5. Mike Shoemaker (Hon); 6. Mike Tripes (Hus); 7. Dean Cates (Hon); 8. Bryan Maloney (Hon); 9. Jim Coffey (Yam); 10. Kenny Keylon (Hon); 11. Fritz Schegal (Suz); 12. Phillip Oveland (Hus); 13. Vince McMahon (Yam); 14. Erin Buskirk (Yam); 15. Jim Tarantino (Hon); 16. Brian Manley (Yam); 17. Johnny Gardner (Yam); 18. Jim Brodie (Hon); 19. Tom Engel (Suz); 20. Tom Browne (Kaw).

OPEN PRO: 1. Steve Martin (Hon); 2. Mike Bell (Yam); 3. Tim Locey (Yam); 4. Mark Murphy (Yam); 5. Jim Holley (Yam); 6. Clint Hardick (Suz); 7. Greg Zitterkopf (Yam); 8. Juan Benavidez (Yam); 9. Clark Jones (Hon); 10. Phil Larson (Hon); 11. Scott Johnson (Mai); 12. Greg Torgerson (Yam); 13. David Gerig (Hus); 14. Kimo Casey (Hon); 15. Brian Fry (Hon); 16. Don Baker (Hon); 17. Scott Sargent (Suz); 18. Jimmy Dias (Hon); 19. John Volk (Hon); 20. JoJo Keller (Hon).





(Clockwise from top) Winner Shawn Moran (139) gets the gate on Steve Lucero, John Sandona (20) and Buddy Robinson (59). Dennis Sigalos (falling) and Alan Christian tangled in the last event — both went down, Sigalos recovered first to place third. Flanked by Mike Faria (left) and Dubb Ferrell, Moran lets fly with the champagne.

U.S National Speedway Championship

'Miracle Worker' nabs the crown

By Ken Kellogg

COSTA MESA, CA, OCT. 9

Before a sellout crowd, 20-year-old Shawn Moran captured the U.S. National Speedway Championship, scoring 14 out of a possible 15 points at the Orange County Fairgrounds track. Moran dropped one point to Dennis Sigalos in his first race, then swept the remaining four to take the crown. Mike Faria took second with 12 points, while Dubb Ferrell totalled 11 to round out the winner's circle.

The defending National Speedway Champion, Bruce Penhall, was on hand, working as a commentator following the retirement he announced after he won the World Championship in August. Penhall's date for the evening was Melissa Gilbert, star of the NBC TV series *Little House: The New Beginning*.

Although Moran dropped his only point in the fourth event of the 20-race evening, event 14 was perhaps

Runner-up Mike Faria scored 12.

his toughest race of the night. He was matched against Alan Christian, the points leader at that time, as well as Mike Faria and Mike Curoso. Moran took the gate, with Faria and Christian occupying a joint second. Christian was on the outside with Faria inside, and when Faria went wide in turn two, it forced Christian up high and allowed Moran to pick up two bikelengths. Christian couldn't regain second, and the two-point difference gave Moran the points lead.

Earlier in the evening, the second event showed that it was a wide-open ball game. The heat was comprised of Dave Sims, Dubb Ferrell, Steve Lucero and Faria, with Ferrell leading the first lap. Suddenly Lucero struck from the outside like a bullet, passing everyone and leading to the flag. This was the significant race when the points were totalled for second and third.

Event six was a big race for Sigalos. Mike Bast was leading the race when it was red-flagged after Lucero crashed. On the restart, Sigalos took the lead with Bast unable to catch him. That gave Sigalos two perfect rides, but in event 11 Sigalos only scored one point, finishing behind Faria and Buddy Robinson.

Sigalos' luck got worse in event 20, the closest race of the evening. Sigalos, Christian, Sims and Tom Burba were the riders, with Siggy and Christian riding a close and tough race, touching several times. In turn one on the last lap, Christian tried to go inside and Sigalos said no, but both riders ended up on the ground. Sigalos got up first, and took third for one point behind Sims and Burba. As a result, Sigalos and Christian tied for fourth with 10 points apiece.

Seven-time U.S. National Speedway Champ Mike Bast had his problems on the evening, but made no excuses, even though word in the pits was that he was still recovering from illness.

Likewise, Rookie of the Year Rick Miller had his troubles, scoring five points. He started off strong with a win, but was only able to take two points in his next four rides.

Now the new National Champ, Moran looked so calm it was as though he knew he had the event won already. Shawn showed true professional character by congratulating both Faria and Ferrell on their performances. •

Results

FINAL STANDINGS: 1. Shawn Moran (14); 2. Mike Faria (12); 3. Dubb Ferrell (11); 4. (TIE) Dennis Sigalos/Alan Christian (10); 6. (TIE) Mike Bast/-Shawn McConnell (9); 8. (TIE) Gene Woods/Dave Sims (8); 10. Buddy Robinson (7); 11. (TIE) John Sandona/Rick Miller (5); 13. (TIE) Steve Lucero/ Mike Curoso (4); 15. Paul Orlandi (3); 16. Tom Burba (2).

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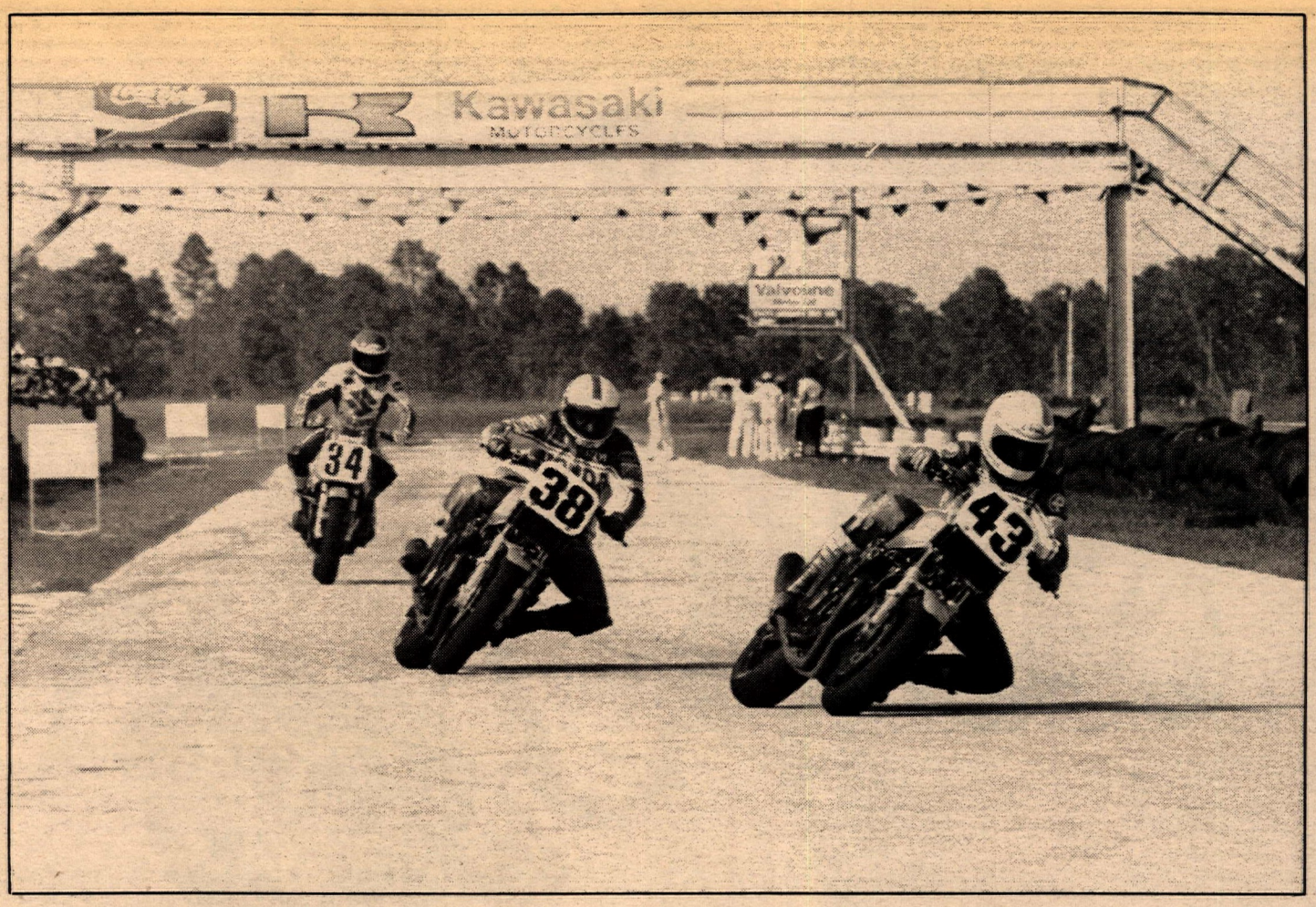


(Left) Winner Mike Baldwin leads Steve Wise (38) and Wes Cooley in the final. They finished that way. (Above) Jimmy Filice and friends in the F-2 winner's circle.

AMA Superbike Championship Series: Final round

West Palm win to Baldwin; title to Lawson

By Gary Van Voorhis
WEST PALM BEACH, FL, OCT. 10

Honda's Mike Baldwin collected his second straight Superbike Series win, but it wasn't enough as Kawasaki's Eddie Lawson cruised to a fifth place finish at Moroso Motorsport Park to clinch his second consecutive title. Baldwin was followed home by Honda teammate Steve Wise with Yoshimura Suzuki rider Wes Cooley in third. Finishing fourth in his first Superbike ride was Formula Two champ Sam McDonald, aboard Wise's back-up bike.

Lawson entered the final round, the 11th of the series, with a 19 point advantage over Baldwin. Lawson had only to finish 14th, even if Baldwin won, to take the championship. Both did as expected: Baldwin rode to win and Lawson rode to finish. The final points tally was 151 to 142.

Honda appeared to have stacked the deck a bit by fielding five factory prepared entries, adding McDonald and John Long, on Baldwin's back-up bike, and gave Rusty Sharp engine parts and some technical assistance to keep his Honda entry running. Honda team manager Udo Gietl said it wasn't that at all. "We had the machinery to use, which after the race will be obsolete anyway, so why let it sit around," said Gietl, referring to the engine displacement change down-sizing the top limit from 1025 to 750cc for 1983.

The Moroso Motorsport Park track is a twisty affair incorporating a portion of the drag strip at the facility. The rain which canceled the race two weeks ago was bad enough, but then a canal dike broke and the area was flooded. A solid week of work by promoter Henry deGouw, including repatching the dike and three days of continuous pumping of flood water at 10,000 gallons per hour, finally dried out the track. However, a rider would take a swim if he ran off the track in many areas.

Repaved areas of the track had not cured long enough and the surface was gouged in spots by a race car meet. Rider opinions of the track varied from total dislike to very favorable. "I like it," said McDonald.

The slim 24 rider field was split into two heats with Lawson and Kawasaki teammate Wayne Rainey running 1-2 in heat one. The second heat saw Cooley give winner Baldwin a run for the money.

Cooley led the field on the start for 20 laps around the 2.25 mile track. Rainey was off in second, but had experienced clutch problems on the warm-up lap and would soon slip back in the pack before parking his bike. Wise, Baldwin and the rest were close behind. Lawson was about 10th after a cautious start.

On the third lap, Ed Mullineaux ran into Art Kowitz entering turn one with Malcolme Tunstall hitting both. The three careened into the haybales with Tunstall hitting a light pole stanchion, suffering a long gash in his right thigh.

Baldwin had grabbed the lead by lap three and traffic was sorting itself out. Cooley, Wise, Pietri, Lawson, McDonald, Long, Ernie Kicklighter, Rich Chambers and Doug Chancey followed.

By lap six, Baldwin had a bit of breathing room. Lawson had moved to fourth while Pietri, McDonald and Long were in a good three-way tussle for fifth. The rest of the field was spaced out.

Cooley dropped to third behind Wise after smacking his knee on the 10th lap. Lawson began to close up the gap on the leading trio. McDonald, in his first-ever Superbike ride was giving Pietri a hard time in their fight for fifth after Long dropped off the pace a bit.

On the 13th lap, positions changed dramatically. Cooley had gotten around Wise a lap earlier and he suddenly found himself in the lead after Baldwin took an off-course excursion. Baldwin was quickly back on the track, having dropped to third. He quickly moved to second and began applying pressure to Cooley. By lap 15, Baldwin was back in the lead.

The McDonald/Pietri or Pietri/McDonald fight ended on about lap 16 after Pietri broke a zipper on the top part of his leathers and they ballooned out, acting as a big brake, and slowing Pietri considerably.

McDonald began gaining ground on Lawson, eventually catching up to him with two laps to go. As the pair went into turn one, Lawson took a wide line allowing McDonald to take fourth. "I didn't want to get near anyone with only a few laps to go," said Lawson later.

Baldwin, having shaken off the final challenge by Wise, took the win. Cooley was a good distance behind Wise.

Baldwin sprayed a good bit of champagne on the crowd surrounding the winner's circle and appeared content with the win despite not winning the title.

Runner-up Wise, who finished fifth in the Superbike point standings, was all smiles and thanked everyone at Honda for giving him a chance to show his talent for something other than motocross.

Cooley was limping as he made his way into winner's circle. "I smacked my left knee for the second time today about halfway through the race," said Cooley. "I hit one of the concrete edge markers in a tight turn and that detuned me for a few laps. It's been a long year, but I'm satisfied." Cooley finished fourth in the standings. ●

Results

SUPERBIKE: 1. Mike Baldwin (Hon); 2. Steve Wise (Hon); 3. Wes Cooley (Suz); 4. Sam McDonald (Hon); 5. Eddie Lawson (Kaw); 6. Roberto Pietri (Hon): 7. John Long (Hon); 8. Ernie Kicklighter (Kaw); 9. Jeff Heino (Suz); 10. Doug Chancey (Kaw); 11. Rich Chambers (Kaw); 12. Luther Wikle (Hon); 13. Larry Shorts (Hon): 14. Thad Wolff (Suz); 15. John Tesauro (M-G); 16. Joey Mills (Duc); 17. Devin Battley (BMW); 18. John Ashmead (Kaw); 19. Wayne Rainey (Kaw); 20. Rusty Sharp (Hon). Time: 29 min., 15 secs.

UNOFFICIAL FINAL SUPERBIKE POINT STANDINGS: 1. Eddie Lawson (151); 2. Mike Baldwin (142); 3. Wayne Rainey (114); 4. Wes Cooley (109); 5. Steve Wise (104); 6. Roberto Pietri (94); 7. Thad Wolff (83); 8. Harry Klinzmann (72); 9. Richard Chambers (42); 10. Rusty Sharp (29); 11. Mike Spencer (28); 12. Ernie Kicklighter (24); 13. (TIE) Freddie Spencer/Jeff Heino (20); 15. (TIE) Ronald Miller/Harry Vanderlinden/Jon Woo (16); 18. Rhys Howard (14); 19. Rueben McMurter (12); 20. David Aldana (11).

Formula Two Road Racing Championship Series: Final round

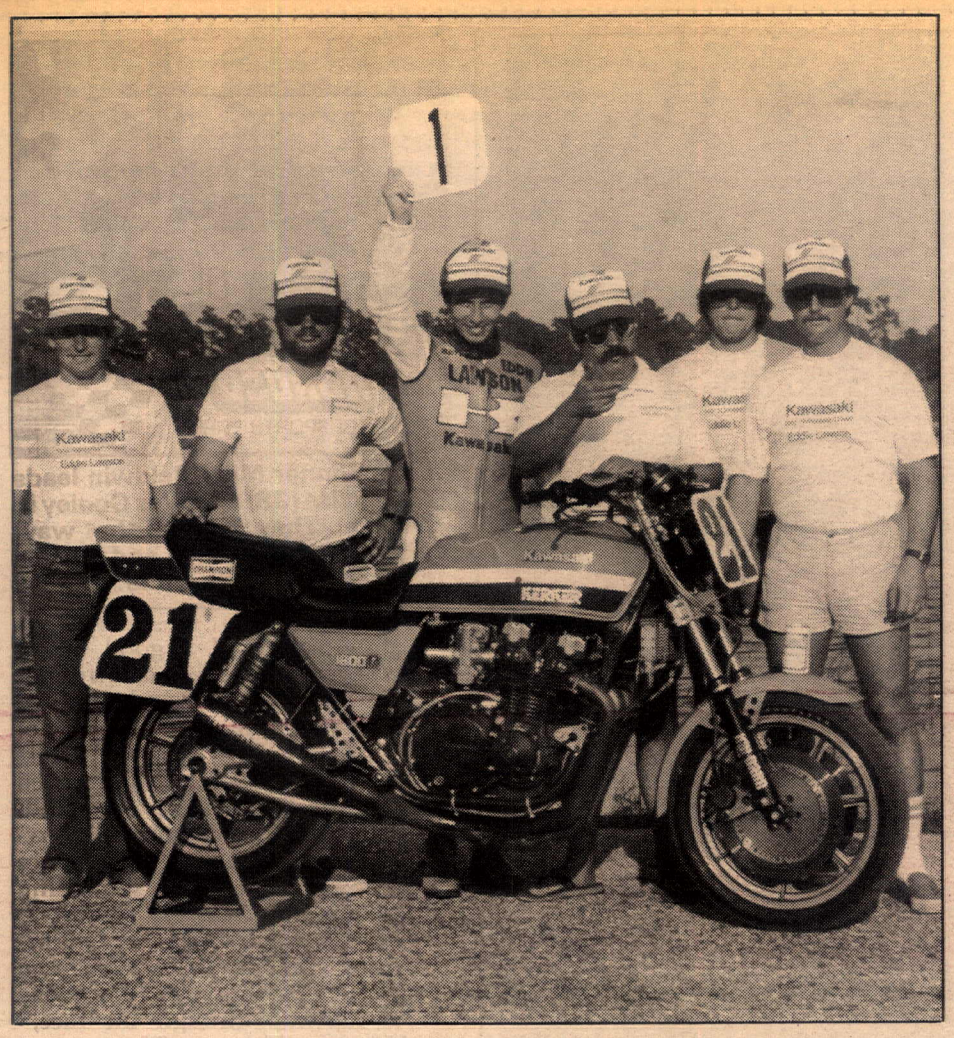
Filice uncatchable

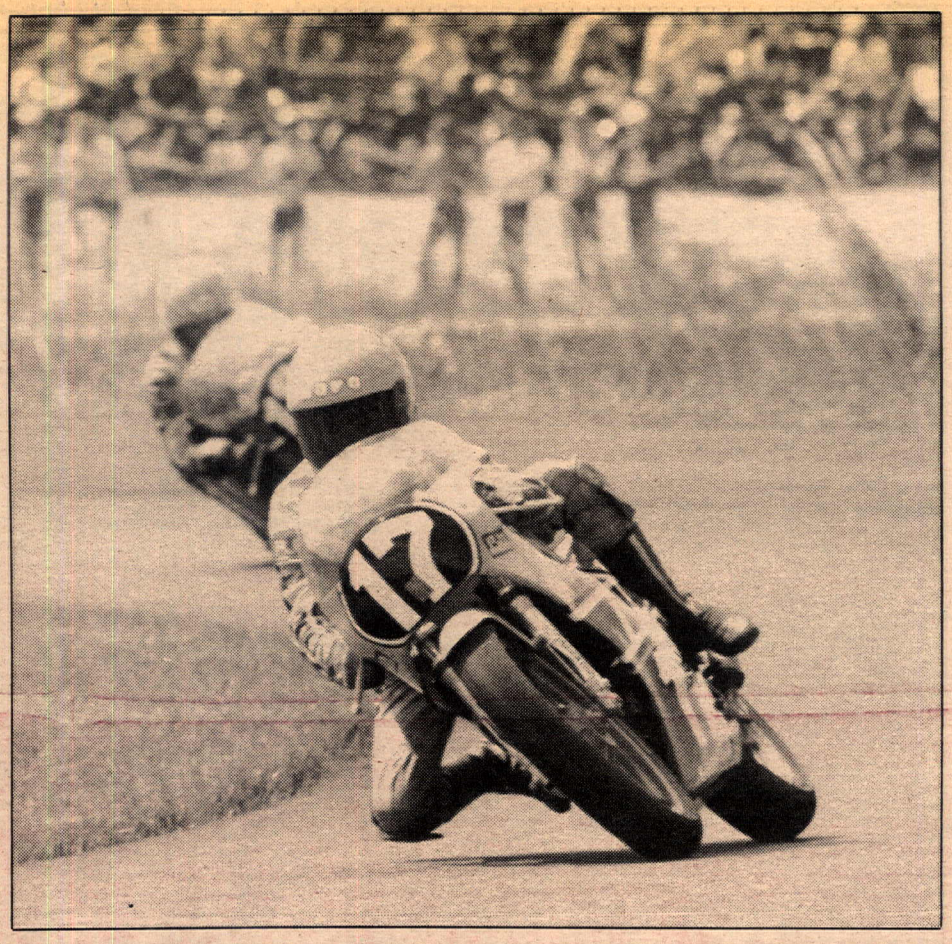
WEST PALM BEACH, FL, OCT. 10

Yamaha's Jimmy Filice had Moroso Motorsport Park's track wired and it showed. The diminutive speedster took command of the 10 lap sprint as the field exited the second turn and never looked back. Fred Merkel and Alan Labrosse put on a good show in the later laps in their dispute over second with Merkel leading Labrosse to the checkered flag.

"This makes three wins in a row for me," said a beaming Filice. "Things might not have started off this season as good as I would have liked, but this is a strong finish. I really want to thank Bud Aksland for everything he's done this year. He's the team manager, head mechanic and everything else. If it wasn't for a few instances of bad luck, we would have won the title."

Merkel, riding a Wright's Yamaha/Merkel Racing sponsored Yamaha, was all smiles also. "I knew I needed to place third or better to take second in the final point standings. I got a





(Clockwise from left) Eddie Lawson and crew deservedly toot their own horn after winning. Jimmy Filice (17) was untouchable on the 250s. Sam McDonald took the F-2 title, but debuted on a Honda Superbike in fourth place. Baldwin gave the title chase a good shot, with wins in the last two rounds, but Lawsons lead was too large.

good start so I decided to abandon my conservative strategy and go for it. However, Jimmy got a better start and he was gone."

Labrosse, on the Rocket/Castrol Yamaha, said he would have liked to have finished second. "I think I could have taken second, but when I began to challenge Fred I got into a few slides in some corners when the front tire didn't really stick. After a few of those, I backed off a bit to see what Fred would do in the final laps. He didn't make any mistakes I could take advantage of."

The qualifying heat race put an end to the hopes of Don Greene, who had finished second behind Filice in the Daytona Formula Two event a week earlier. "I blew it," said Greene looking at his battered bike. "I ran up fast on Merkel and some others on the opening lap of the heat and, rather than crash into them, I laid it down."

Filice took the heat win easily with Labrosse following.

Filice didn't waste time in taking command of the final and leaving the battling to those behind him. Initially, it was Hugh Humble and Merkel with Chris Steward fourth.

By the second lap, Labrosse had moved to fourth and was beginning to challenge the Humble/Merkel duo. Filice continued to put breathing room between himself and those behind.

The halfway flags saw Filice out in front by a good margin followed by Merkel, Labrosse, Humble—a distance back—and Steward. The top five had been set.

The final laps saw no changes in position, although Labrosse kept the pressure on Merkel and Humble waited to see if either rider would make a mistake he could capitalize on. Neither did. •

Results

FORMULA TWO: 1. Jimmy Filice (Yam); 2. Fred Merkel (Yam); 3. Alan Labrosse (Yam); 4. Hugh Humble (Yam); 5. Chris Steward (Yam); 6. Dan Guglielmo (Yam); 7. Patrick O'Leary (Yam); 8. Francisco Fuentes (Yam); 9. Rick Shaw (Yam); 10. William Walker (H-D).
Time: 15 min., 23 secs.

UNOFFICIAL FORMULA TWO FINAL POINT STANDINGS: 1. Sam McDonald (117); 2. Fred Merkel (109); 3. Jim Filice (105); 4. Hugh Humble (94); 5. Don Green (86); 6. (TIE) David Emde/Alan Labrosse (64); 8. Craig Morris (53); 9. Rhys Howard (43); 10. Mark Homchick (29).

Battle of the Twins

Tesauro wins on last lap charge

WEST PALM BEACH, FL, OCT. 10

The battle for the overall win in the Battle of the Twins went right down to the final lap with Moto-Guzzi mounted John Tesauro coming up the winner. Tesauro passed Joey Mills in a left-hand turn halfway through the final lap and made the pass stick for his victory. Dwaine Williams finished a distance back in third.

"I knew I had to make my own breaks because Joey was riding such a good race," said Tesauro. "I challenged him for a couple of turns on the final lap and then went past in a tight left-hander. It was a darn good race. I especially want to thank the folks at St. Augustine Cycles for all their help."

Jimmy Adamo, the Number One plate holder in the GP class, and Malcolme Tunstall, his adversary all season long, didn't race. Adamo, citing lack of funds to stay in Florida another week after Daytona, went home to New York. Tunstall was injured in an accident in the Superbike event.

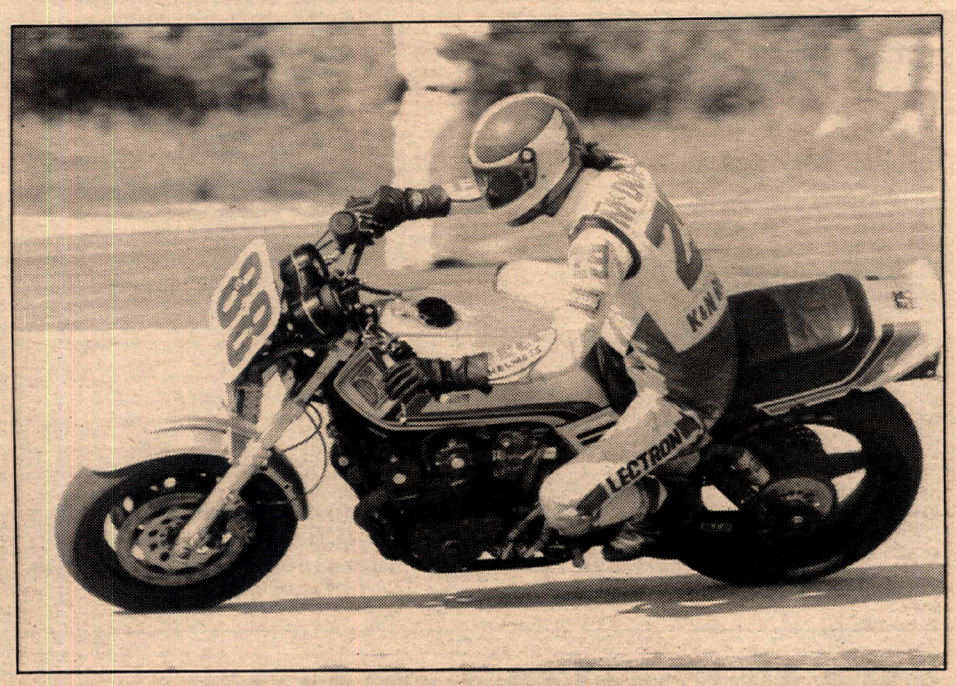
The championships in three of the four classes had already been decided by the West Palm Beach round. In the Amateur Modified class, however, the title was up for grabs with Doug Gross leading Chris Bannister-Brown by four points.

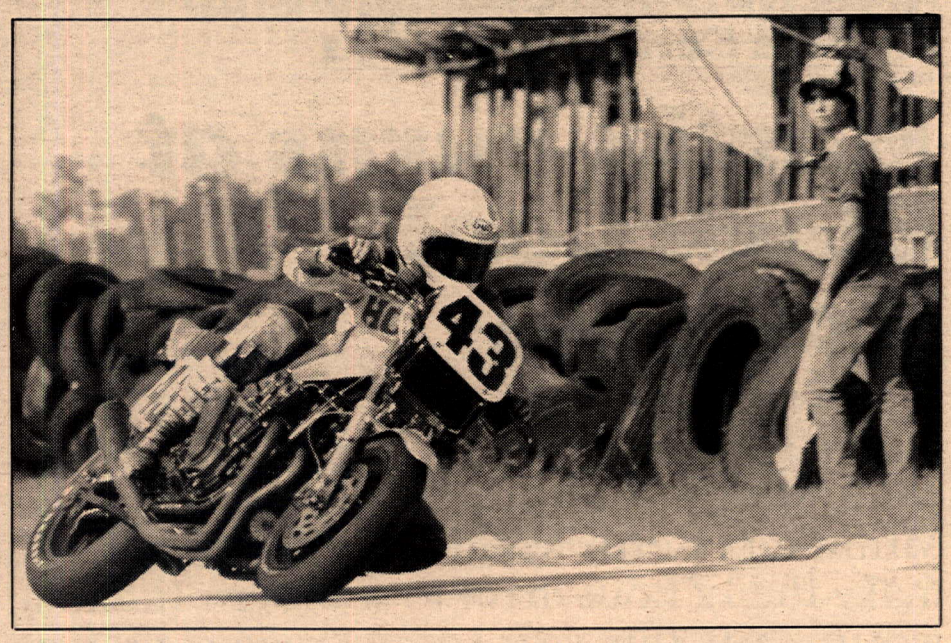
Gross and Bannister-Brown started off slowly in the combined event, feeling their way through traffic for the first three laps of the 10 lap final. Then the battle started with class lead swapping played all over the track.

Gross took the class lead for the last two laps and held off Bannister-Brown for the class win and the title.

"I had to out-brake Chris in one of the turns to take the lead," Gross said later. "I tried to ride safe, since I had fallen in Saturday's practice and didn't want to go down again."

"The engine wasn't running as crisp as it should have and began to slow in the final laps," said Bannister-Brown. "I also had another problem. My chain oiler was oiling my rear tire also. Things got a little slippery out there." •





Results

BATTLE OF THE TWINS

GP: 1. John Teasuro (M-G); 2. Devin Battley (BMW); 3. Tom Bryan (Nor); 4. Jim Young (Yam).

EX MOD: 1. Joey Mills (Duc); 2. Dwaine Williams (Nor); 3. Ron Sbordone (Duc); 4. Walt Schaffer (Tri); 5. Bill Atkinson (BMW).

AM MOD: 1. Don Gross (Duc); 2. Chris Bannister-Brown (Duc); 3. Mike Masterns (Nor); 4. Sharon Johnson (BMW); 5. Dennis Liebrecht (Duc).

STOCK: 1. Chris Steward (Yam); 2. Wayne Reiss (BMW); 3. Peter Brady (BMW); 4. Paul Harrison (BMW); 5. Charles Bostwick (Duc).

(Above) John Martin took his first National enduro of the season, dropping 33 points. (Inset) John Fero was the 200cc AA winner at 10th overall. (Top right) California's Dave Bertram was top Open A rider and ninth overall. (Above right) Darryl Kuenzer was second overall, first AA.

AMA National Championship Enduro Series: Round 11

Martin burns at Black Coal National

By Brian and Ann Palormo

LYNNVILLE, IN, OCT. 3

John Martin, Can-Am's ace rider from the Minnesota north woods, decided he should make the 12 hour drive to southern Indiana worthwhile this year so he "rode conservatively" and came away with the overall win honors at the 12th running of the Black Coal National Enduro. Martin dropped 33 points in the process. This was four points better than his closest competition, KTM's Darryl Kuenzer, and Husqvarna's Mike Melton who finished second and third, respectively.

This was Martin's third Black Coal win in four years and his satisfaction was evident as he discussed the run. "After the second check where you lose points, I sensed there was a strong possibility I might win. Everything felt good. I decided I better ride a little more conservatively after the gas stop. At the Black Coal there's always the chance for a hot check and I didn't want that to happen to me.

"Overall wins have been few and far between lately," admitted Martin. "I'm really grateful to Can-Am, Hi-Point Racing Products and Smith Goggles for all their support in the last two years. I hope I'll keep it all together now."

The Black Coal was another classic in every detail. "It gets easier all the time," headmaster Jerry Schuler said when questioned about the production end of his run. "I warned the AA riders last year that this year's run would be one they would not soon forget."

It might have gotten easier for Schuler and the 40 devoted members of the sponsoring Indiana-Illinois-Kentucky M.C., but riders were pounded in more ways than most thought possible over the 100.4 ground miles, nearly 75% of which were being ridden for the first time. Nearly 85% of the 360 starters finished.

West Coast rider Tom Webb admitted he came away with a new respect for eastern enduros. "It took me 50 miles of riding before I started feeling sure of myself and it'll take a week, I'm sure, before I stop feeling all the aches and bruises I acquired."

"We tried to put in something for everyone. There were riders from 18 states entered," Schuler pointed out, "and they each found at least one section to remind them of home."

"We cut a lot of new woods trails this year. In the section just before the end we designed it to be handlebar width minus 2 inches for our Tennessee friends," club member Dan Higgins added with a grin.

"You just know that you ride many of the sections on the pegs or you lose too much time," said Women's division winner Suzy Barr from Alabama. She took home her trophy with a score of 77—respectable in any class at this event.

Although the outcome of Sunday's run assured Husqvarna's Terry Cunningham his first National championship, he spent most of his day spectating after about 2½ hours as a "test rider for Husqvarna."

Along with Dick Burleson, Mike Melton and Tom Webb, Cunningham rode an '83 model of Husky's 250WR. Of the four bikes which arrived on Thursday, only two survived. Ignition problems of undetermined origin caused Cunningham's machine to quit completely at 55 miles out and cost Burleson an unheard of 111 points.

The only way the 1982 championship was going to develop into any kind of a contest at this point in the season was for Melton to take overall honors at the final two events and for Cunningham to DNF one event and fail to score above 15th overall in the other. T.C. did his part unintentionally and admitted a little disappointment at having nothing to show at the event where his first championship was assured.

"A lot of people think of this as coal country but it's Buffaloe country to me," lamented Richard Lenover who finished two points behind John Buffaloe in the Super Senior class again. Third place finisher Sox Brookhart vowed that things would be different next month at the Twin States National in Kentucky.

Competition is still strong in this class and the Black Coal sponsors recognized the enthusiasm of the Super Seniors with special plaques for all who finished the run.

In addition, Smith Goggles presented a pair of goggles to each of the class winners in the run.

Dusk had settled in by the time trophy presentations were completed and the weary troops moved out for home, many sporting a new T-shirt with a message they could truly appreciate now — "I survived the Black Coal National Enduro." •

Results

OVERALL: 1. John Martin (C-A) 33; 2. Darryl Kuenzer (KTM) 37; 3. Mike Melton (Hus) 37; 4. Jack Penton (Kaw) 41; 5. Fritz Kadlec (Kaw) 43; 6. Drew Smith (Kaw) 44; 7. Eddie Keen (Hus) 45; 8. Jimmy Garmon (Hus) 47; 9. Dave Bertram (Hus) 48; 10. John Ferro (Suz) 49.

AA 200cc OVERALL: John Fero.

AA OPEN OVERALL: Darryl Kuenzer.

125cc A: 1. Ray Mungenast (Hus) 53; 2. Bobby Thomas (KTM) 55.

200cc A: 1. David Pierce (Yam) 60; 2. Mark Watson (Yam) 61; 3. Chris Curry (Kaw) 62; 4. Brian Niehaus (Kaw) 68.

250cc A: 1. Eddie Keen (Hus) 45; 2. Jimmy Garmon (Hus) 47; 3. Alan Randt (Hus) 51; 4. Kevin Hines (Hus) 52; 5. Mike Stanfield (Hus) 55.

OPEN A: 1. David Bertram (Hus) 48; 2. Mike Keen (Hus) 50; 3. David Kerwell (Hus) 62; 4. George Dawson (Hus) 63; 5. Perry Taylor (Mai) 64.

125cc B: 1. Cam Roos (KTM) 60; 2. Bob Elliott 65; 3. Vergle Young 69.

200cc B: 1. Vince Mertes (C-A) 69; 2. Rich Oxton (Kaw) 69; 3. Dan Granderson (Kaw) 71; 4. Alan Yarbrough (Yam) 74; 5. Dale Hulsey (Yam) 75.

250cc B: 1. Bill Wayda (Hus) 61; 2. Clifford Mullins (62); 3. Jerry Griffin 63; 4. Joel Creed 71; 5. Rick Simes.

OPEN B: 1. Ed Schmidt Jr. (Hus) 60; 2. Gary Woodruss (Hus) 60; 3. Harold Newell (Hus) 66; 4. Pat Schmidt (Hus) 69; 5. Tom Brewer (Hus) 72.

SR: 1. Emmett Cox (KTM) 55; 2. Robert Caplinger (Kaw) 59; 3. Carl Sharphorn (Hus) 65; 4. Charlie Burk (Hon) 68; 5. John Shafer (Hus) 71.

SUPER SR: 1. John Buffaloe 85; 2. Richard Lenover 88; 3. Sox Brookhart 94.

WOMEN: 1. Suzy Barr 77; 2. Gale Vandewater 114.

SUZUKI TROUNCES TRANS-CAL

The competition took a firm trouncing last week at the second running of the Trans-Cal Series in Hollister Hills, California...with two Suzuki riders emerging victorious aboard their Full Floaters.

In the Open Class, Team Suzuki rider Alan King piloted his Suzuki Works machine to a 1-2 moto score for the overall win. And in the 125cc Class, George Holland took the checkered flag with a 1-3 moto score aboard his factory mount to make it an even stronger Suzuki showing.

In all, King and Holland showed everyone what we've known all along, that Suzuki is—and always will be—the Winning Ride.

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(Above) Donnie Cantaloupi (12) and Kris Bigelow (25) lead the pack into the first turn. (Below) Support winner Harold Robison, announcer Larry Maiers and Cantaloupi. (Bottom) Cantaloupi leads Bigelow.

AMA Trans-USA MX Series: Round 2

Cantaloupi nabs Michigan win

By Tom Mueller

BUCHANAN, MI, OCT. 3

KTM's Donnie Cantaloupi piloted his Craig Egerman tuned 495cc big bore to the overall win at Red Bud Track 'N Trail's round of the Trans-USA Series. "Loupi" scored 1-5-2 finishes under the three moto format and beat second overall Dave Hollis, the Suzuki mounted privateer from Michigan, who rode his RM250 to a 12-2-1 tally and retained the series points lead. Third overall was Husqvarna's Kris Bigelow, who put in a 2-4-7 day on an '83 500 CR.

Racing was competitive and tight throughout the day, despite the absence of the factory riders from Honda, Suzuki and Yamaha, with the exception of Suzuki's Denny Bentley, who are competing in the CMC Trans-Cal Series in California. Red Bud, which is owned and operated by Gene Ritchie, was in top condition. Sunny skies and temperatures in the 70's—uncharacteristic for Red Bud's Trans-USA round—made for a dry, multi-line course which met with approval from all riders. "This track is the best ever. It hasn't been like this since the Trans-Am in '76," said Husqvarna's Billy Grossi during practice. Some grooves were cutting in on the lower section of the track, but in most places any line could be the right one.

A double jump, about 30 feet across, was the topic of discussion during practice. Hollis took a run at it and cleared it, and others soon followed suit. Jeff Ellens gave it a shot and fell short, suffering a hard crash. As soon as Ellens stopped seeing spots he went out again, but later retired after the first moto.

Cantaloupi and his KTM teammate, John Finkeldey, were still on '82 equipment, despite reports they were to be on '83 models at Red Bud. "The '83's are tied up in customs," said KTM team manager Bill Berroth. "They're here but we can't get them out. Hopefully we'll have them by next week."

Cantaloupi had a dismal day at the opener the week before. He DNF two of three motos due to warped cases. This time he had a completely new engine in the 495cc, and a second engine was waiting if it was needed. "I'm taking two used motors and making one new one," said Egerman as he worked out of his box van the night before.

Forty-one International class riders and 38 Support class riders competed at Red Bud. The event drew a light turnout of an estimated 2,000 spectators. The International class sported a full gate, as it has exactly 41 slots. No qualifiers were run.

International

It was evident that Red Bud was a horsepower track and catered to the big bore bikes when the first moto left the line and Bigelow, Cantaloupi, Jerome Heiberger and Grossi, all on big bores, led the field. Maico big bore riders Tom Carson, Mickey Kessler and Andy Stacy all went wide in the first turn and were pushed into the fence, injuring one spectator.

Bigelow and Cantaloupi pulled away from the pack early in the race. Cantaloupi took over in the low section to lead, but never got Bigelow off his tail. Kris came around the next lap coated in mud, a result of "Loupi's" pass. Hollis, the winner at the previous round, went down in a sweeper and got going back in the pack, finishing an eventual 12th. Kawasaki Team Green's Billy Liles fell on lap one, then snapped a chain and DNF.

Suzuki's Denny Bentley moved to third by the finish, followed by Grossi. Heiberger ran fifth until the last lap, when the clutch basket on his Maico exploded putting him out of the race. Fifth went to Finkeldey, who was closely pursued by Kawasaki's Tom Benolkin, on a '82 KX250. Yamaha rider Doug Jackson and Honda rider David Weak were 7-8.

"It was just like my old flat track days when I passed Bigelow," said Cantaloupi. "I drifted outside in front of him and showered him with mud. I didn't mean it, but that's racing."

Eight riders, including Finkeldey, went down in turn one of moto two. Cantaloupi was gone with the lead as Grossi, Carson, Liles, Bentley, Hollis and Bigelow gave chase. Liles started charging early in the race and soon had the lead on his '83 KX250 water-pumper. Billy used a radical line setting up for the double jump, and once out front stayed there. Hollis pounded through the pack and moved to second by mid-race in the 20 minute plus two laps moto. Liles had a one second margin on Hollis at the finish, and third was Grossi. Bigelow edged out Cantaloupi for fourth after a three lap battle. Benolkin was sixth, and Bentley was seventh. Denny's rear brake shoe springs let go, leaving the brake jammed on. Jackson ran eighth.

"I was goin' for it, that's for sure," said Liles in his southern drawl. "If I wouldn't have broke in the first moto I'd be leadin' this thing, but that's OK. I'm still going to win this series before it's over."

Cantaloupi holeshot moto three with Grossi, Liles and Hollis behind. Bigelow, the day's points leader going into the moto, was buried in the pack. Early in the race Grossi got sideways and tumbled down the track, unhurt but relegated to an eventual sixth. Hollis moved past Liles and went after Cantaloupi, getting the lead position and moving away. Cantaloupi knew the situation—he had to maintain second for overall—and that's what he did. Liles, who finished third, got close but never passed. Fourth went to Bentley and fifth to Carson. Carson had to install a new shock for this moto after breaking the shaft in moto two and falling out of a top placing. Grossi was sixth and Bigelow was seventh, giving Kris third overall by one point over Billy. Suzuki rider Steve Burdette, a New England MX veteran, was eighth. Benolkin rode up front most of the race but ran out of gas on the last lap.

Cantaloupi pulled into the pits and was congratulated by his fans and mechanic. He said the win was a long time coming, and he hoped it would be the start of better luck. In winner's circle, Cantaloupi gave the first taste of bubbly to announcer Larry Maiers—he shot it right in Maiers' face. "I won this one for Brad Lackey, my friend. He's the baddest," said Cantaloupi. "We've been putting in a bunch of work testing and today made it worth it. In the second moto I had front brake trouble and couldn't corner, but that KTM has more power than anything out there. I prefer smaller bikes, and at Unadilla (New York, the final round next week) I might ride a new 250. It's hard for me to get aggressive on a big bike." International class riders are allowed to ride 250 or 500cc bikes.

Support

Wetzel's Husqvarna sponsored Harold Robison, a top ranked Ohio rider, took the Support class win with a 3-1-2 tally on his 250 CR. In moto one, last week's winner, Joe Baker, put his Honda CR480R out

front followed by KTM rider Mark Barr. Scott Humble plugged his KTM into third after passing Billy Bowman and Scotty Tobitt on lap one. Baker stalled in a turn early in the race and Barr took the lead.

Barr stretched his lead to six and a half seconds, but on the last lap Baker used tight corners and lapped riders to gain to within one bike length at the finish. Robison was third, and fourth fell to Yamaha rider Jeff Stevenson from Iowa. Suzuki rider Tobitt maintained fifth over Husky rider Carl Hand.

Baker took a quick lead in moto two and led for most of the race—until Robison came up in a surprise move. On the uphill towards the banked sweeper, Robison held it on longer than anyone and came flying in on the inside of Baker, holding his line to lead. Baker didn't even seem to know Robison was there until he was past.

The moto finished with Robison winning over Baker, with Barr third after pushing up through the front-runners. Suzuki rider Chris Swank was fourth. He had an early race battle with Robison and Barr, where all ran within a ten yard stretch. Fifth was Bowman, who used a consistent pace to stay up front.

Baker took his third holeshot of the day in moto three, but by mid-race Honda rider David Hand took the lead and eventual win. After a disappointing 33rd in moto one and a DNF in moto two, Hand was untouchable the third time out. Robison was second, using another uphill pass move to get past Baker. Baker finished third for second overall, and held on to the class points lead. Barr was fourth and moved to second in the series standings, followed by Bowman, who had led early in the race.

Robison had the overall, but it didn't come easy. "In the last moto Baker squeezed me out, there was no place to go," said Robison. "I smacked my hand against a post and it spun me around and put me down. I picked it up on a hill and got going fast. I'm a bit nervous talking into this microphone (during Maiers' post-race interview). I've won amateur races, but I like money better than trophies." Robison had a bit of a problem getting the champagne bottle open, but when he did he followed Cantaloupi's suggestion and sprayed Maiers. •

Results

INTERNATIONAL: 1. Donnie Cantaloupi (KTM) 1-5-2; 2. Dave Hollis (Suz) 12-2-1; 3. Kris Bigelow (Hus) 2-4-7; 4. Billy Grossi (Hus) 4-3-6; 5. Denny Bentley (Suz) 3-7-4; 6. Billy Liles (Kaw) *-1-3; 7. Tom Benolkin (Kaw) 6-6-*; 8. Tom Carson (Mai) 9-*-5; 9. Doug Jackson (Yam) 7-8-*; 10. Jeff Surwall (Hon) 14-11-13; 11. Johnny Spaw (Hon) 11-17-11: 12. Steve Burdette (Suz) 17-16-8; 13. Jeff Spreeman (Yam) 10-20-12; 14. David Weak (Hon) 8-*-14; 15. Dan Wallace (Hon) *-14-9; 16. Andy Stacy (Mai) 15-9-*; 17. Mickey Kessler (Mai) 16-10-*; 18. John Finkeldey (KTM) 5-*-*; 19. Troy Bradshaw (Yam) 13-13-*; 20. Jim Mitchell (Suz) 20-18-10.

SUPPORT: 1. Harold Robison (Hus) 3-1-2; 2. Joe Baker (Hon) 2-2-3; 3. Mark Barr (KTM) 1-3-4; 4. Billy Bowman (Yam) 11-5-5; 5. Carl Hand (Hus) 6-8-7; 6. Chris Swank (Suz) 14-4-8; 7. Mike Robinson (Kaw) 7-10-10; 8. Scotty Tobitt (Suz) 5-9-15; 9. Steve Tomfeld (Suz) 10-1-9; 10. David Lovell (Hon) *-7-6; 11. Troy Luhmann (Hon) 9-13-13; 12. Matthew Manfredi (Hon) 8-6-*; 13. David Hand (Hon) *-*-1; 14. Chris Heyrman (Suz) 16-14-11; 15. Tom Alesi (Mai) 13-15-14; 16. Jeff Stevenson (Yam) 4-19-*; 17. Greg Mology (Hon) *-12-16; 18. Kevin Gilchrist (Hon) 17-*-12; 19. Mike Carey (Suz) 15-16-*; 20. Jim Kapitan (Yam) 19-18-17.

TRANS-USA SERIES POINT STANDINGS

INTERNATIONAL: 1. Dave Hollis (128); 2. Billy Grossi (116); 3. Billy Liles (105); 4. Denny Bentley (104); 5. Kris Bigelow (94); 6. Donnie Cantaloupi (74); 7. Tom Benolkin (62); 8. John Finkeldey (50); 9. Jeff Surwall (45); 10. (TIE) Doug Jackson/Andy Stacy/Mickey Kessler (43); 13. Johnny Spaw (41); 14. Tom Carson (36); 15. Jerome Heiberger (34); 16. Steve Burdette (33); 17. Dan Wallace (32); 18. David Weak (29); 19. (TIE) Mike Twigg/Jimmy Benolkin (28).

SUPPORT: 1. Joe Baker (136); 2. Mark Barr (118); 3. Chris Heyrman (91); 4. Steve Tomfeld (77); 5. Billy Bowman (74); 6. Jeff Stevenson (72); 7. Chris Swank (71); 8. Harold Robison (67); 9. Troy Luhmann (55); 10. Mike Carey (43); 11. (TIE) Carl Hand/-Kevin Gilchrist (42); 13. Steve Benolkin (38); 14. Mike Christensen (37); 15. Mike Robinson (36); 16. (TIE) Scotty Tobitt/John Saggau (34); 18. Gavin Punch (31); 19. David Lovell (29); 20. Matthew Manfredi (28).

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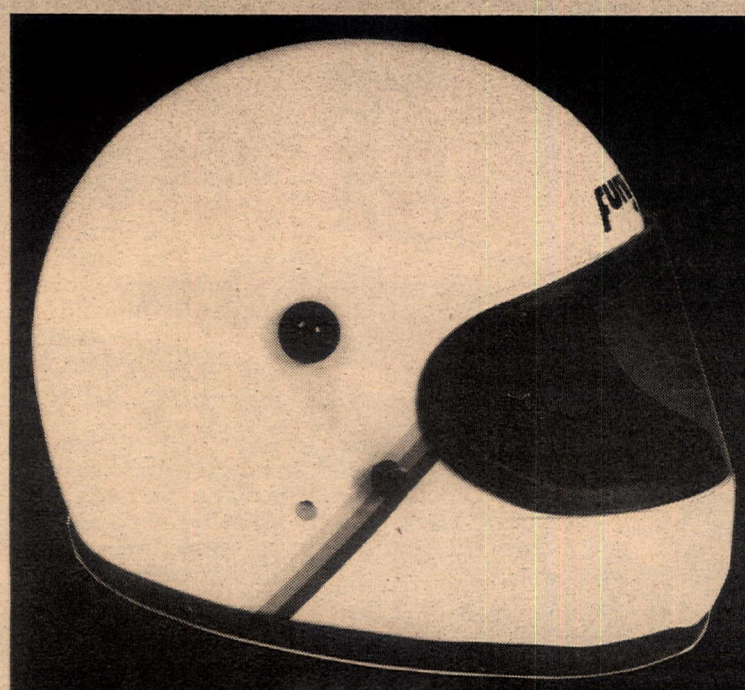

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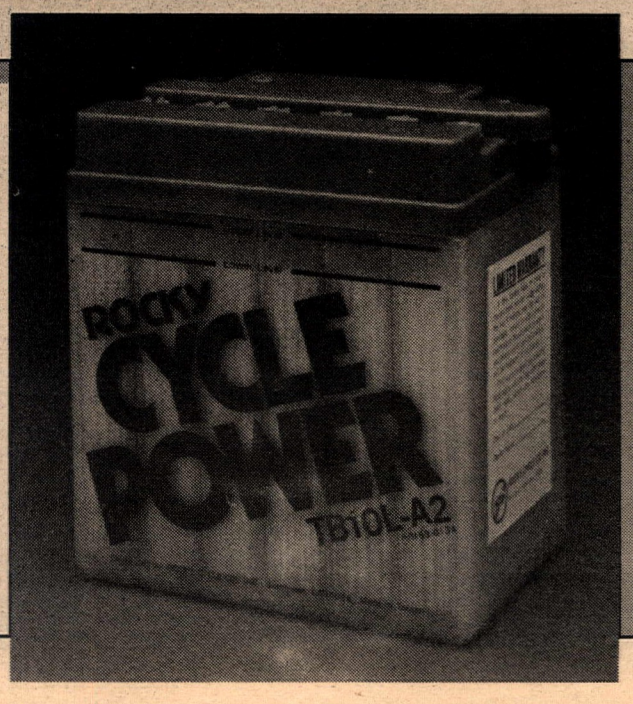

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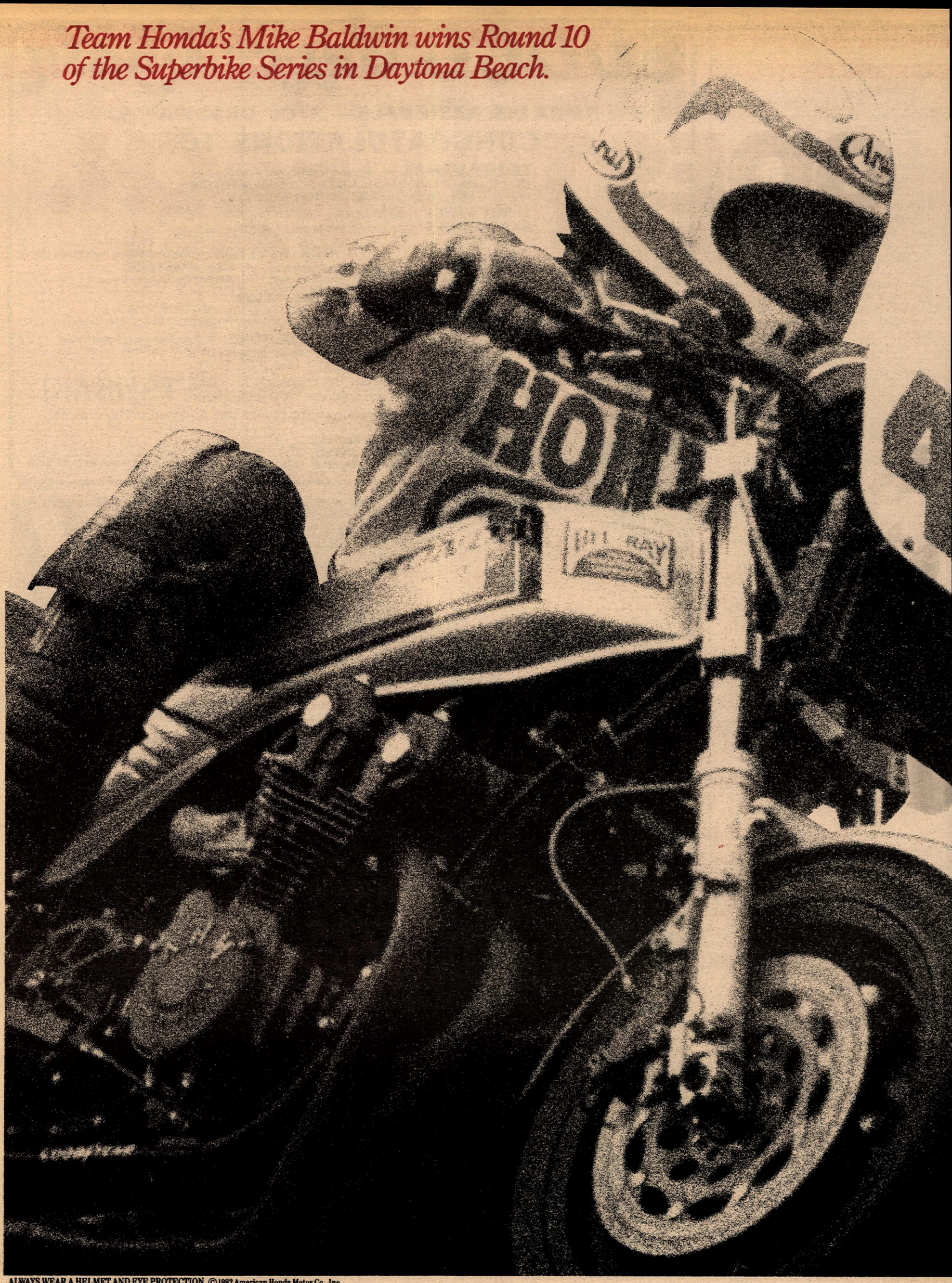
Team Honda's Mike Baldwin wins Round 10 of the Superbike Series in Daytona Beach.



ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1982 American Honda Motor Co., Inc.

HONDA GOES TO BEACH. COMPETITION THROWS IN TOWEL.

After Mike Baldwin won the United States Road Racing Championship, there was one thing the competition knew for certain.

Daytona wasn't going to be a day at the beach.

They were right. It wasn't.

Mike showed that his winning formula for Formula One worked just as well when it came to Superbikes. And his CB900F-based superbike worked even better.

It gave him all the power and handling he needed to kick sand in everyone's face.

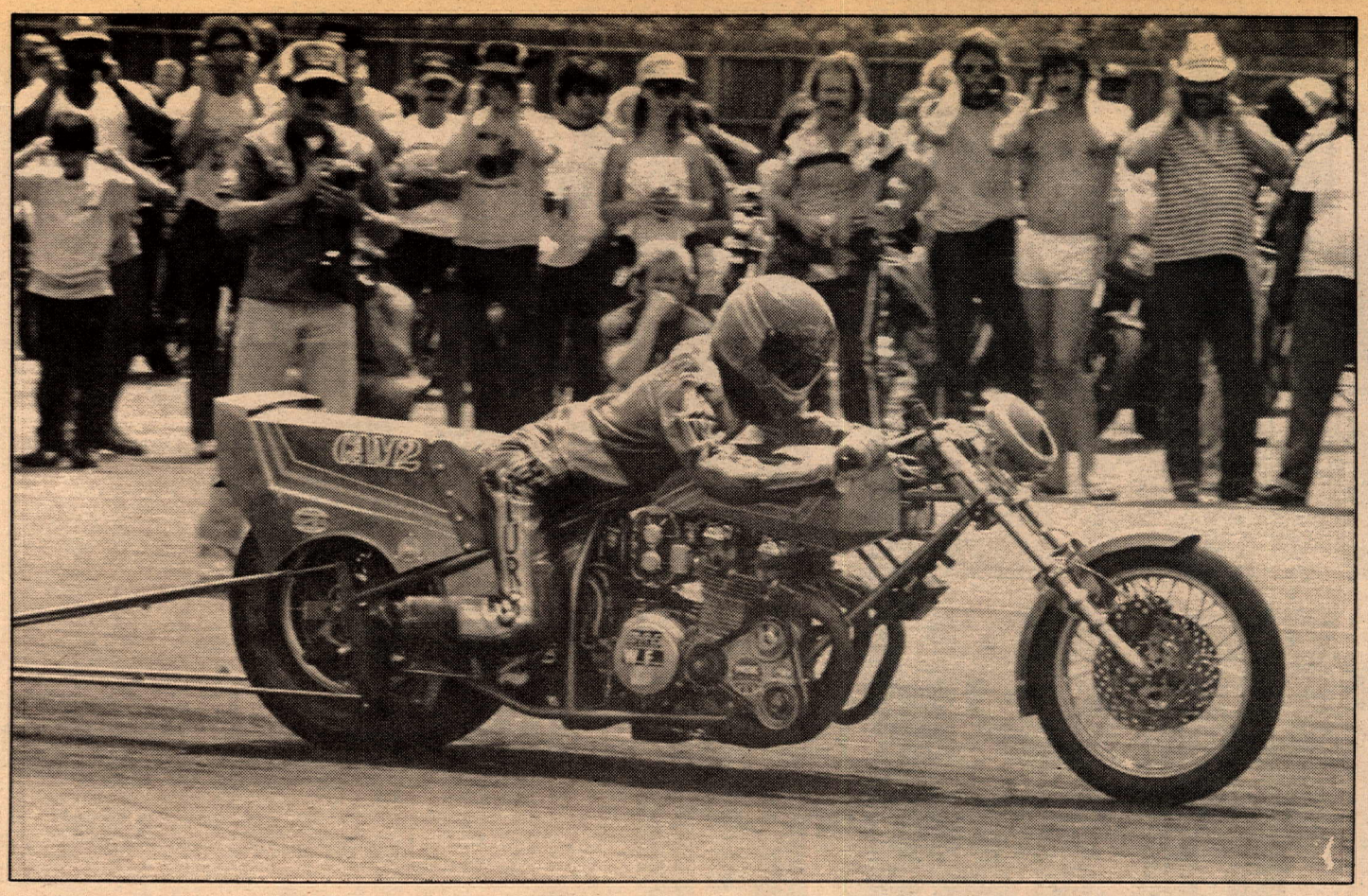
Of course Mike would never pick on anyone who wasn't his own size. Right behind him was the current leader of the series, who said and we quote:

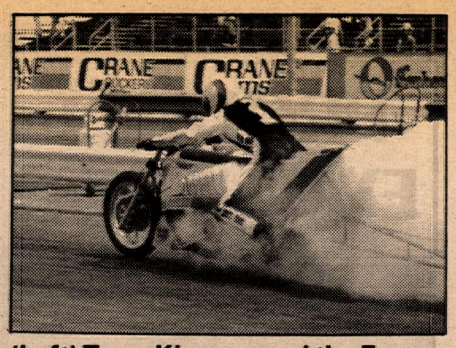
"I had to ride the wheels off the bike to hang on to his draft."

Which just goes to show you. When Honda goes to the beach, it's everyone else that gets burned.

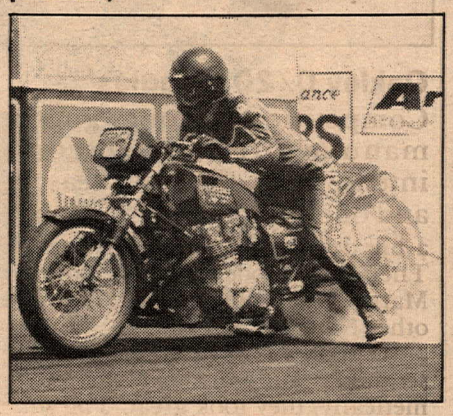
HONDA

FOLLOW THE LEADER





(Left) Terry Kizer scored the Funny Bike win and season championship. (Above) Terry Vance had his troubles, but still locked up two class titles. (Below) Rick Stetson went undefeated in Pro Comp. (File photos.)



NMRA Drag Racing Championship Series: Final round

Vance, Kizer, Stetson, Yeager take titles

By Steve Crosby
Photos by Skip Johnson
ATCO, NJ, OCT. 2-3

Everyone just calls it Atco. Officially it was the National Motorcycle Racing Association's U.S. Nationals at Atco Dragway. And the record turnout of racers (535) and spectators (nearly 15,000) at the 16th running of the oldest and largest motorcycle drag race saw everything a drag race could be.

Along with the great racing there was downtime. Along with the breakage there was some very successful thrashing going on in the pits. And the huge crowd seemed to accept the bad with all the good as they watched this year's number one plates finally decided. The event wins, in the Pro classes went to Craig Burns (Top Fuel), Terry Kizer (Funny Bike) and Joe Folgore (Pro Stock).

Top Fuel

Top Fuel at Atco, like at Indy, went to the survivor. In qualifying there was more breakage then successful runs as most of the best were barely able to get down the track. Elmer Trett, after blowing up a transmission on his first attempt, qualified number one with a 7.82/188.23. Roland Stuart followed with a 7.90/178.57. "Dirty Dave" Cauldwell's Harley was third with a 8.59. Terry Vance only managed a best of 9.16 as he burned the number four piston on both his qualifying attempts. Craig Burns, on Bill Hahn's Kawaskai, put the rods out the bottom when he qualified and Larry McBride, the final qualifier, blew up the motor and couldn't show for first round.

The quirk of qualifying put Trett against Vance in the first round, a match-up that has usually been the final this year. Vance pulled a slight holeshot off the line but then had the motor start to melt. Trett was making a strong top end charge with his Kawasaki and was pulling the Suzuki in very quickly. The crowd was surprised when Vance took the win light with a 7.54/172.74 while Trett ran a better 7.51/189.47. Cauldwell drew a first round single when McBride could not make the call. He ran a 9.36/106 and blew up the motor. Craig Burns advanced with an easy 8.60 when the starter broke on Roland Stuart's Suzuki.

With everyone destroyed, the final shaped up to be Vance against Burns. Byron Hines thrashed all afternoon to try to put their motor together again but could not get one of the cylinders to go back in. This entitled Burns to a bye run in the final and he took the Burns, Berry and Hahn Kawasaki to a 7.84 at 172.08. After Vance defeated Trett in the first round that gave Vance the championship with only the World Finals remaining.

Funny Bike

The CAM2 Oil low qualifier award went to Terry Kizer with a 7.98/178.57. The only way Kizer could lose the number one plate would be to go out early and have Jon Baugh set a record. Neither happened. In the first round, when Kizer lost fire on the burnout, Bob Malloy waited patiently. He could have staged and been given the win, but he let Kizer restart to come clean his clock with a 8.31/145.16 to Malloy's 11.57/118. John Sands couldn't make it to the line against Eraldo Ferracci in the battle of the Hondas. Baugh took the win from Greg Gerhartz and Steve Lukos red-lighted against Bob Lytton.

In the semis Kizer took his MTC/CAM2 Kawasaki past Ferracci with a 8.17/147.05 to a 8.65/172.08. In the other semi Baugh rode the Orient Express Kawasaki to 8.20 as Lytton broke in the first round and could not return. In the final it was number one against number two. As they left the line it was all Kizer as he took his second win of the year with a 7.78/181.00 to Baugh's 8.31/162.74.

Pro Stock

It was another event where Pro Stock qualifying was just as good as final eliminations. Vance was number one with an 8.77; his bike hadn't even been fired up since the race at Fremont a month ago. Joe Folgore was second with an 8.79 on his Katana. Defending champ Bob Carpenter overcame his season long problems with a 8.80. And Mike Keyte, who hurt transmissions his first two attempts, took a customer's motor with an 8.81. Jay Kreider held on to the bump spot, number eight, with a 9.03.

Eliminations were about the best ever. Vance narrowly defeated Randy Mason, 8.65/151.00 to 8.69/148.51. Schultz blasted low ET of the race on his two-stroke, 8.63 at 148.27, to upset Bob Carpenter's game 8.70/148.27. Folgore used a 8.70 to put out George Babor's 8.85 and Keyte stepped up with a 8.69 to go around Jay Kreider's 8.92.

In the semis Schultz pulled off another upset as he holeshot Vance with a winning 8.75/149.75 to the Suzuki's 8.68/152.54. In the other half of the round it was another tight race as Folgore took the better of Keyte. Both riders ran 8.71s.

Before the finals everyone was talking saying that if Schultz could get out first, how hard it was for anyone to catch his vintage H-2 motor. Well Schultz did get off the line first and his crew started to celebrate. But his motor went flat at the top end and Folgore had enough speed in his Katana to catch up and take the win. Folgore ran another 8.71/151.26 to Schultz's 8.88/145.63. Vance, though he only won two events this year, clinched the number one plate. Folgore, by winning, finished number two in the points with Keyte third.

Pro Comp

Pro Comp at the U.S. Nationals was at least as good as Pro Stock. The results were the same as Rick Stetson went undefeated this year on his Suzuki. In the final he met Harley-mounted Jim McClure, who was turning in his best numbers of the year. The final was close, but Stetson saved the best for last as he ran 8.46/155.17 to win over McClure's close 8.69/154.63 on the nitro Harley.

Super Modified

The 750cc Pro Stock class saw Joe Yeager take his Yamaha Seca to a perfect season as he defeated Gary Godwin's Honda. Yeager used a 10.20 in the final to the Honda's 10.60/122.61.

Sportsman Classes

Gary Godwin took his Best Engineered Award Kawasaki to the winner's circle in Competition Eliminator by holding off last year's number one, George Bryce, with a 9.21/132.15 to Bryce's 8.43/159.85. Paul Gast took home the plate for 1982.

In Modified the win went to Gary Russell and his Kawasaki as he defeated two time number one plate holder, Lance Boyer. Boyer won the title again this year. Stock, for the second event in a row, went to "Crazy Ed" Malkeiwicz who defeated Ralph Romero, the winner of the class at the Summernationals this year. Tom Fuacher retained the number one Stock plate even after he forgot to turn in his dial-in card and was excluded from final eliminations. The N/Modified Yamaha of Doug Burt took the win in Super while Vic Force, a semi-finalist, won the number one plate.

Special Awards

Each year the NMRA gives out its special awards at the year-end banquet after Atco. This year there were several repeat winners. Terry Vance, who had the most Pro wins of anyone this year and won two number one plates, was named Pro Rider of the Year. Byron Hines, the other half of the team won Pro Mechanic honors and gave a lot of the credit to Joe Pace. Rick Stetson was Sportsman Mechanic of the Year for the second year in a row. And Joe Yeager was named Sportsman Rider. Manufacturer honors went to Mr. Turbo for their turbo-chargers and CAM2 was named NMRA Sponsor of the year. ●

PRODUCT EVALUATION

Oakley 0/20 Goggles

Competition among goggle manufacturers has become intense over the past season, and one company which made a big dent in the market is Oakley. Their 0/20 model is being worn by Mark Barnett, Johnny O'Mara and other National MX riders.

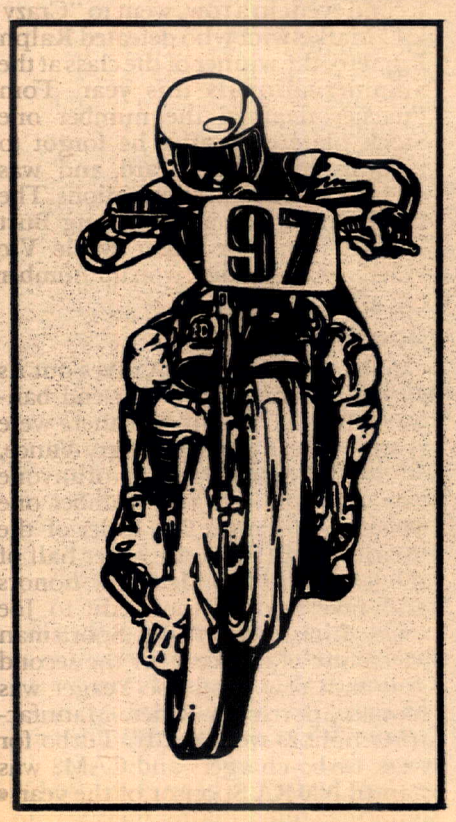
We took a pair of 0/20s to a hare scrambles and gave 'em a try. Cosmetically, they look great. The wide elastic band with bold Oakley graphics sets you apart from the crowd. Once on your face the goggles feel good. The wide foam cushion not only makes for a comfortable fit, but also helps to absorb sweat. They're molded to provide a wide area of peripheral vision.

Our Oakley's came with the company's new tear-off system, which we call "machine-gun tear-offs," due to the rapid pace with which you can peel the tear-offs away. Instead of the hunt and find method when reaching for a tear-off tab, Oakley's new system has each tab folding underneath until that tear-off is exposed. With only one tab exposed at a time, it's a cinch to remove a tear-off quickly. We had as many as five tear-offs on at once, and still had a relatively undistorted view through the 0/20s.

After an hour of scrambling, the 0/20s started to irritate our nose. The foam used is so soft that the plastic part of the goggle cut into our nose when banging through the rough stuff. We'd opt for a bit denser foam to solve this problem.

Oakley 0/20 Goggles retail for $19.95 and are available at most cycle and accessory shops.

Tom Mueller



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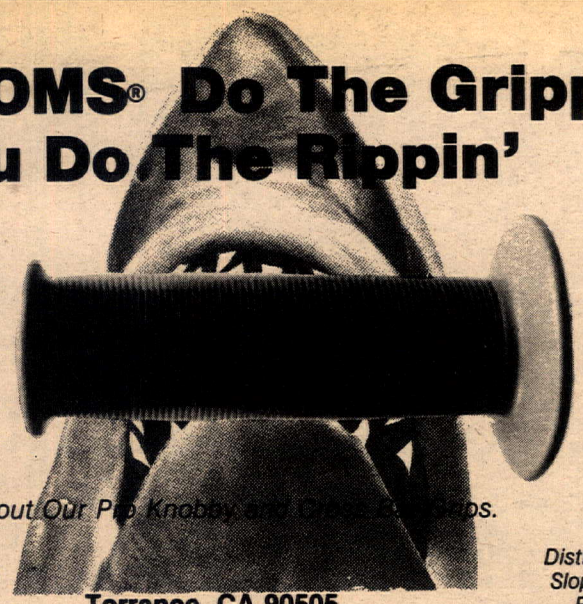

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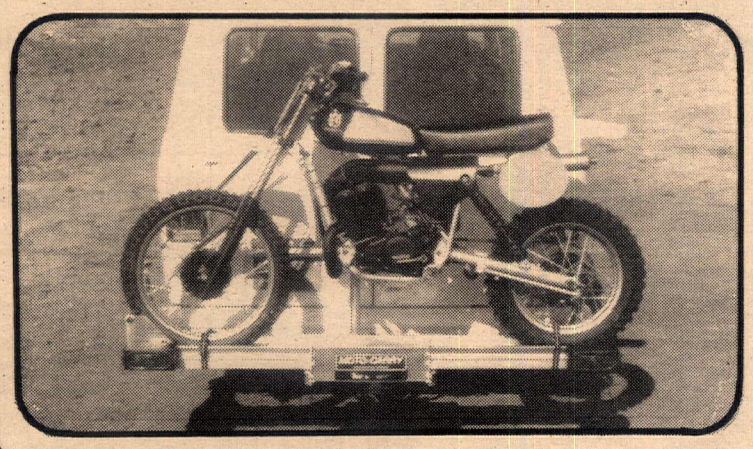

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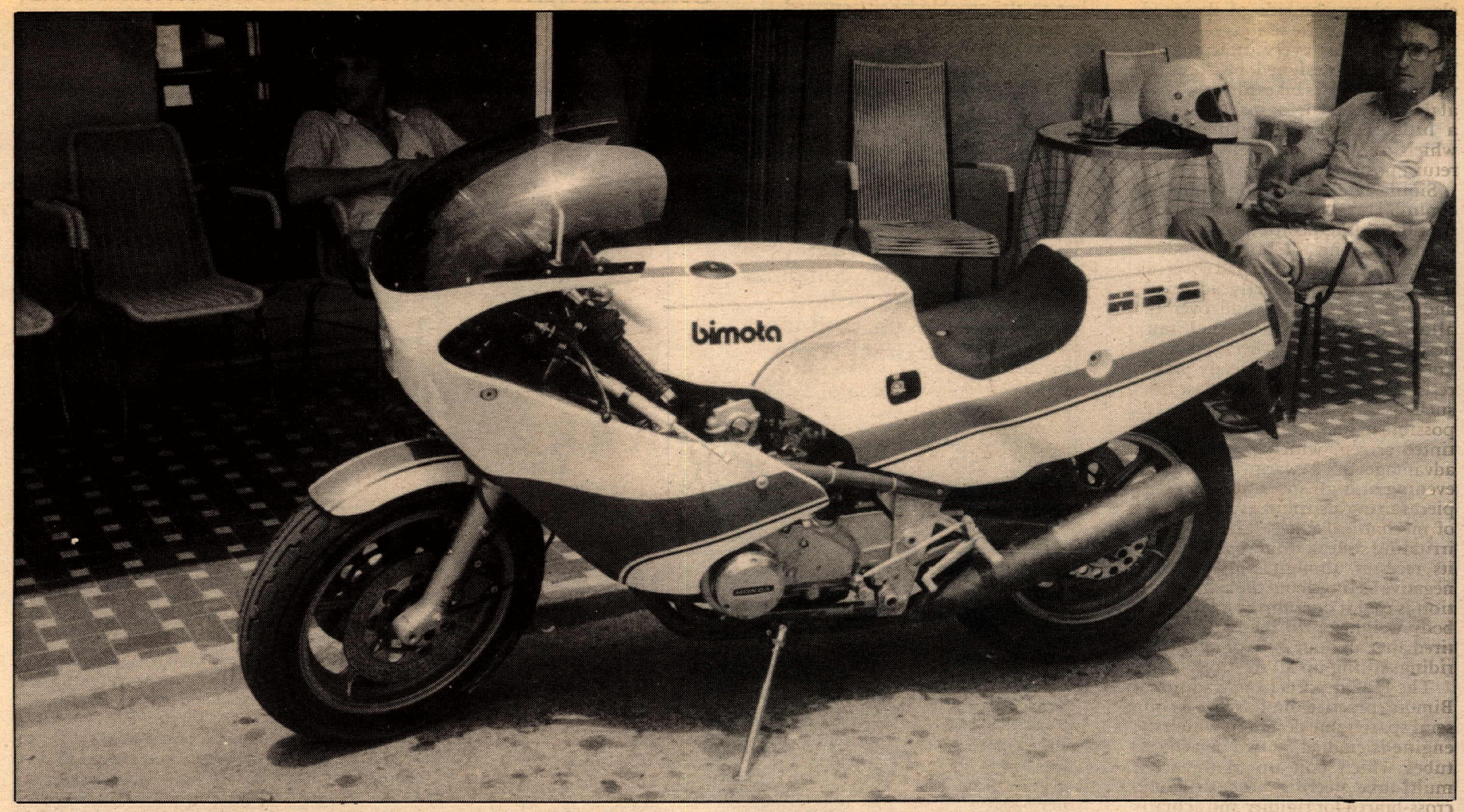
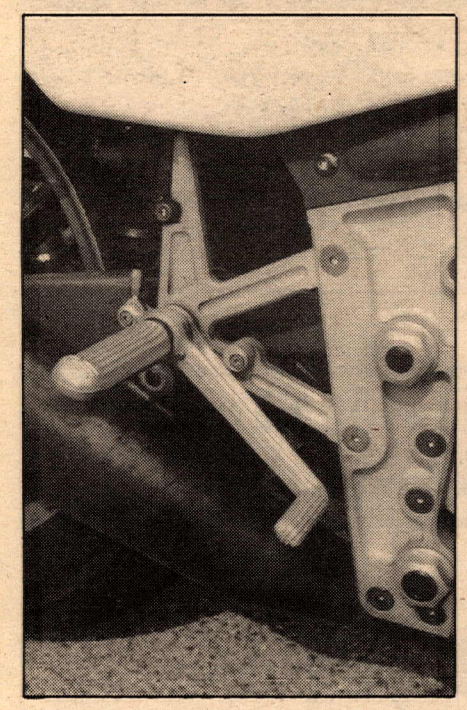
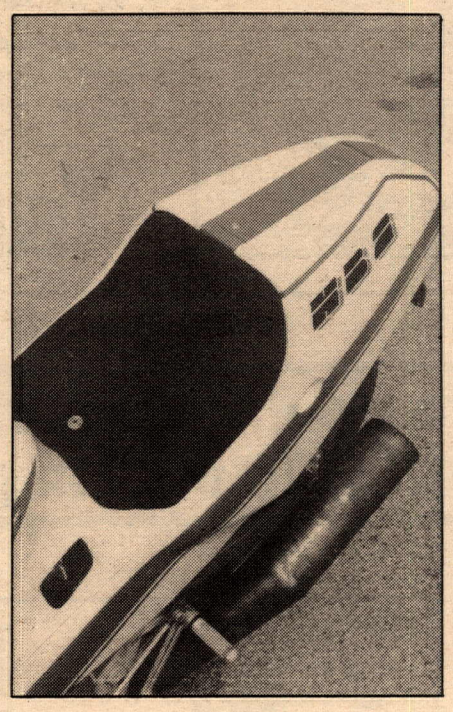
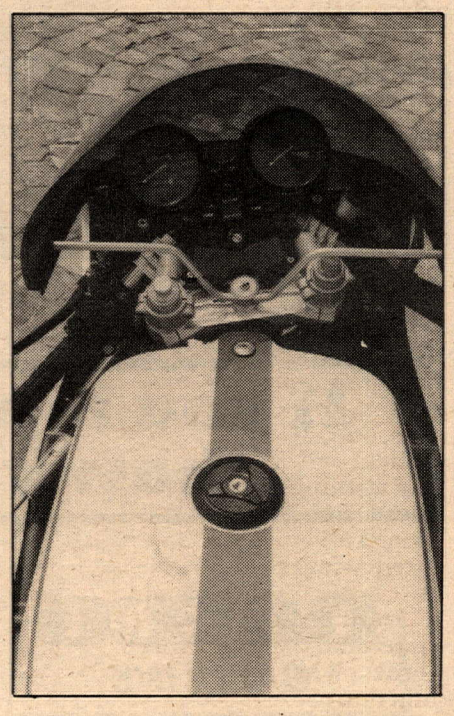








Impression: Bimota HB2

Honda powered Italian rocket

By Alan Cathcart

The toll booth attendant at the exit from the autostrada waggled his finger at me in mock disapproval and pointed to the time stamp on the ticket I'd just given him, then at his watch. "The Carabinieri'll get you next time," he admonished jokingly as I handed over the usual ratty 500 lire bill. "Mind you, I doubt if their Alfa Romeos could catch you on that!"

He was probably right, for "that" was the works Bimota HB2 tester with 900cc Honda engine, on which I was returning to the company's factory near the Adriatic Sea on the outskirts of Rimini after having been let loose on the bike for a day of cafe racing — Italian style. I'd been having so much fun riding Italy's Racer Road through the mountains above Pesaro—hotbed of the country's bike scene, with Benelli, Morbidelli, Sanvanero, MBA and Bimota all based in or near there—that I'd forgotten the time and now was late returning the bike.

Bimoto's new plant is not only a masterpiece of industrial design and clinical tidiness, more Teutonic in ambiance than the traditional Italian dirt floor and gloomily-lit machine shop, but they also keep most un-Italian hours of 8 'til 5 with an hour off for lunch. And I was still late, and in making up for lost time I'd covered 30 kilometers on the autostrada in exactly eight minutes by the toll-booth time machine, an average of 225 kph or 140 real miles per hour. No wonder the attendant felt moved to comment, though I wonder how many times a month he has cause to make the same crack to intrepid journalists let loose on the HB2!

Bimota /bee-mow-ta/ n: the fastest means of road travel between two points. That's how the dictionary should read, for not only is the Bimota HB2 the most expensive production motorcycle in the world (at 15,760,000 lire or $11,500 in its home land), it's also probably the fastest in terms of ultimate top speed—over 160 mph—as well as from point to point. When you add all that to the superb quality of workmanship evident in every aspect of the machine's construction, and to the thoughtful and innovative design, the HB2 and its little sister, the 550cc Kawasaki powered KB2, must lay serious claim to being the finest motorcycles manufactured anywhere in the world regardless of cost.

The Bimota firm celebrates its tenth anniversary of making bikes in 1983. Originally formed by three partners — Bianchi, Morri and Tamburini, hence the name — only the latter two are left, with Guiseppe Morri in control of the commercial side and Massimo Tamburini the Svengali of steel who designs and develops the distinctive chassis that have made the company famous the world over.

Tamburini's first design all those years ago was the HB1, a frame kit for a CB750 Honda. Since then the firm has not only concentrated on Suzuki and Kawasaki-engined bikes, as well as the Yamaha TZ-powered racer on which Jon Ekerold won the 350cc World Championship in 1980, also used by several of the world's leading road racers, but gradually moved away from making frame kits to the sale of complete bikes only. The new HB2, announced at last November's Milan Show and just now making its way into customer's hands, is the first such model to be exclusively sold as a complete machine.

What do you get for your fistfuls of lire? Well, apart from a high degree of exclusivity, one thing you acquire is a highly anti-social motorcycle. Not in the conventional sense, you understand—all Bimotas meet all current European safety and noise legislation requirements comfortably—but it's just that this is a bicycle strictly built for one. One of Tamburini's most devoutly-held beliefs is in 50/50 weight distribution, and that naturally includes the rider, who must be positioned just so. A pillion would upset the balance, so sorry, the only way you get to ride on a Bimota is to go hock everything you own and buy one yourself.

The strictly solo seating of the HB2 meant countless lost opportunities as I followed the twists and turns of the road up to the mountain city of Urbino. It's a centuries old university town and summer school was in session, hence the bevy of delectable signorinas hitch-hiking their way to

classes along the side of the road. Bimotas are for the serious rider, and moreover show every indication of having been designed by someone who actually rides bikes himself. Look at the brake pedal, for instance. It has a little eccentrically-mounted stop which can be adjusted to vary the return position of the foot lever.

Similarly, all the clip-ons and hand controls are multi-adjustable, permitting the riding position to be varied to suit anyone, of however odd a shape. The thin rubber pad covering the seat proves perfectly adequate, and the fiberglass shroud over the alloy, Explosafe-filled fuel tank nestles comfortably between your knees and provides a perfectly-placed rest for your torso on long, fast runs such as my autostrada sprint. It's possible to tuck well away under the tinted screen, which proved a real advantage on a warm, fly-infested evening at high speed, and the one-piece fairing also muffles a fair degree of mechanical noise. There was an irritating squeak from somewhere in its recesses, though, and my only negative feeling about the riding position is that it does throw a fair bit of body weight on to the wrists; mine tired after an hour or so of mountain riding, sitting up all the time.

The HB2 departs from traditional Bimota practice in having only a semi spaceframe design in which the engine is cradled by two detachable tubes which bolt up to the front multi-tube steering head structure, cross-braced for rigidity and actually enveloping the front 40mm Forcelli Italia (ex-Ceriani) forks. At the rear, the two cradle tubes bolt up to two alloy plates which are attached to the upper frame structure by a mixture of bonding and bolts; if damaged or detached for any reason these plates — made like all the many alloy parts on the bike from a high-tensile aircraft alloy named Avional 14 and milled from the solid — must be reassembled in a jig to get the correct relationship between steering head and swingarm, the latter a hefty box-section triangular unit with eccentric adjusters which activates the single DeCarbon rear unit via a rising-rate rocker-arm linkage. All tubing is 25CD4 chrome-moly steel, TIG-welded then painted bright red.

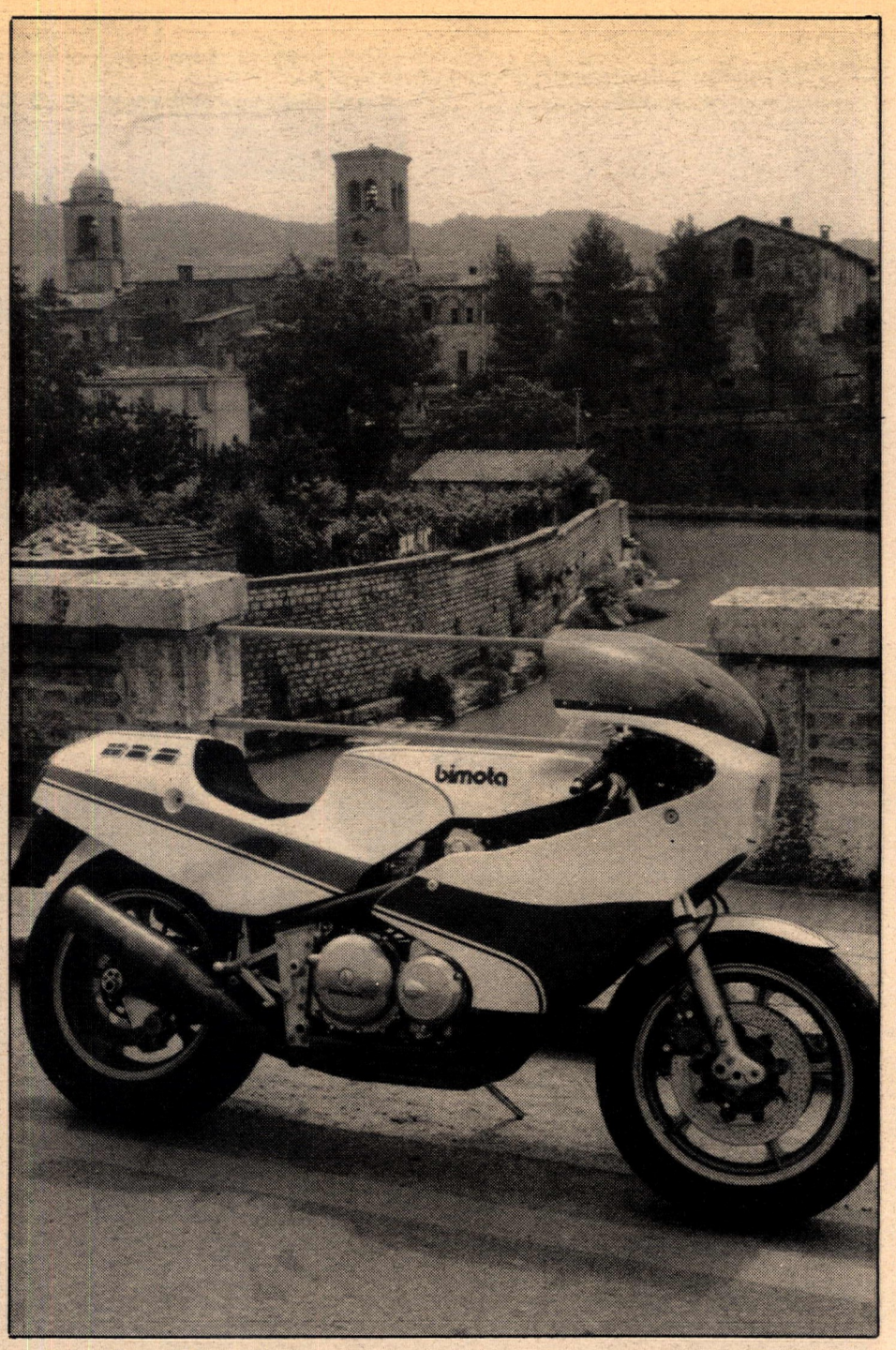
Quite why Tamburini chose to depart from the traditional Bimota spaceframe design with coaxial constant chain tension rear suspension on the HB2 is apparently something to do with the layout of the 900F Honda engine, fitted to the bike in completely standard form, by the way, apart from a larger engine sprocket. Whatever, the bike still steers and handles superbly like all its predecessors, especially at high speeds, taking long sweeping corners at 124 mph plus on the autostrada as steady as a rock. From experience in racing a TT Formula 1 Kawasaki in a P&M frame—generally considered to be the best-handling of the European proprietary racing chassis—I have to say the Bimota opened my eyes. Over a section such as that on the Isle of Man TT course between Rhencullen and Ballaugh the P&M proved difficult to change direction within a series of alternating 120 mph plus right and left hand sweepers. But on a similar section on Italy's Racer Road the Bimota just flicked from side to side with ease and little physical effort, aided by the lower center of gravity induced by the 16" Michelin-shod wheels. Such steering is one good reason for the Bimota's legendary and well-deserved reputation: it can even outthink the rider, as on one occasion when I got a little sideways on some loose gravel exiting a fast corner. The HB2 just shook its head slightly as if to tell me off for putting her to the trouble, then resumed a straight and true course once again as if nothing had happened. I was still trying to work out how to react to the situation when it was all over.

The HB2's less at home on rough surfaces than you might expect from the rear suspension specification. I felt some rear end hop under heavy braking on a bumpy road which could probably be eradicated by tuning the rear DeCarbon carefully. The front forks are superb, with adjustable damping via 9-position knurled knobs on top of the stanchions. I opted for the fourth hardest setting, which gave good control without too much dive under braking. The steering damper is an infinitely adjustable Kawasaki-type hydraulic one with a range from rock solid to completely useless; Tamburini evidently doesn't subscribe to the rather pompous creed I've heard expressed lately that "fitting a steering damper's an insult to a frame designer." Not that his well-mannered motorcycle appears to really need it.

Italy's Racer Road twists and turns through the Appenine foothills from Pesaro to Urbino; it's the venue for several hillclimbs and cycle races each year, as the painted slogans on the road surface tell you. "Viva Il Colombo d'Italia!" "Viva Il Frecchio Rosso" — nicknames of local riders whose exploits thrill the populace. The Bimota proved to be a Red Arrow all right, swooping easily through the switchback turns in the intermediate gears. One noticeable effect of the higher gearing was that the bike didn't really begin to motor till 7,000 rpm, with maximum torque at 8,000 and peak power of 95 bhp produced at 9,000 revs, it made for a much peakier bike to ride than the standard Honda.

While on Racer Road I discovered the Bimota's only real vice — and it's one which should be laid down in black and white in the owners' handbook so you have full warning. Rush into a tight corner a mite too enthusiastically, realize you've overcooked it and grab a bigger handful of front brake with the bike laid over into the turn, and a startling thing occurs: the Bimota will suddenly sit up without any warning and understeer straight ahead. The first time this happened to me I all but ended up over a precipice; having recovered from the experience—and the thought of writing off a 15 million lire motorcycle!—I deliberately did the same thing at the next corner. What happens seems to be a function of the 16" wheels and especially the front: with a smaller rolling circumference the steering forces are magnified. All I know is — a Ducati would never have done that!

In usual Italian fashion, some of the ancilliaries leave something to be desired, even on the Bimota: did you ever ask a Ferrari owner whether his car was perfect? ('Mechanically yes, but . . .') For a start, the speedo was woefully inaccurate (standard Honda instruments are fitted, but the gearing appears to have been unchanged from the 18" wheels of the standard bike). There are no trafficators, though I believe plans are in hand to fit them to future bikes. And worst and most unforgiveable of all, there are no rear view mirrors fitted and no provision for same, when it would have been the easiest thing in the world to blend them into the fairing. "Who needs them?" you ask. Well, that's certainly the basic Italian philosophy as expressed in the movie *The Gumball Rally* ("What's behind me is not important," says the Latin lover as he tears off the Ferrari's rear view mirror), but in Britain or anywhere else where the cops play games for real, it's a necessity. Anyway, looking over your shoulder on the autostrada at 120 mph-plus is dangerous and uncomfortable, and if you try moving into the path of a BMW or Maserati traveling at even 10 mph more than you, you won't half get a rude surprise from the twin Fiamms: I did!



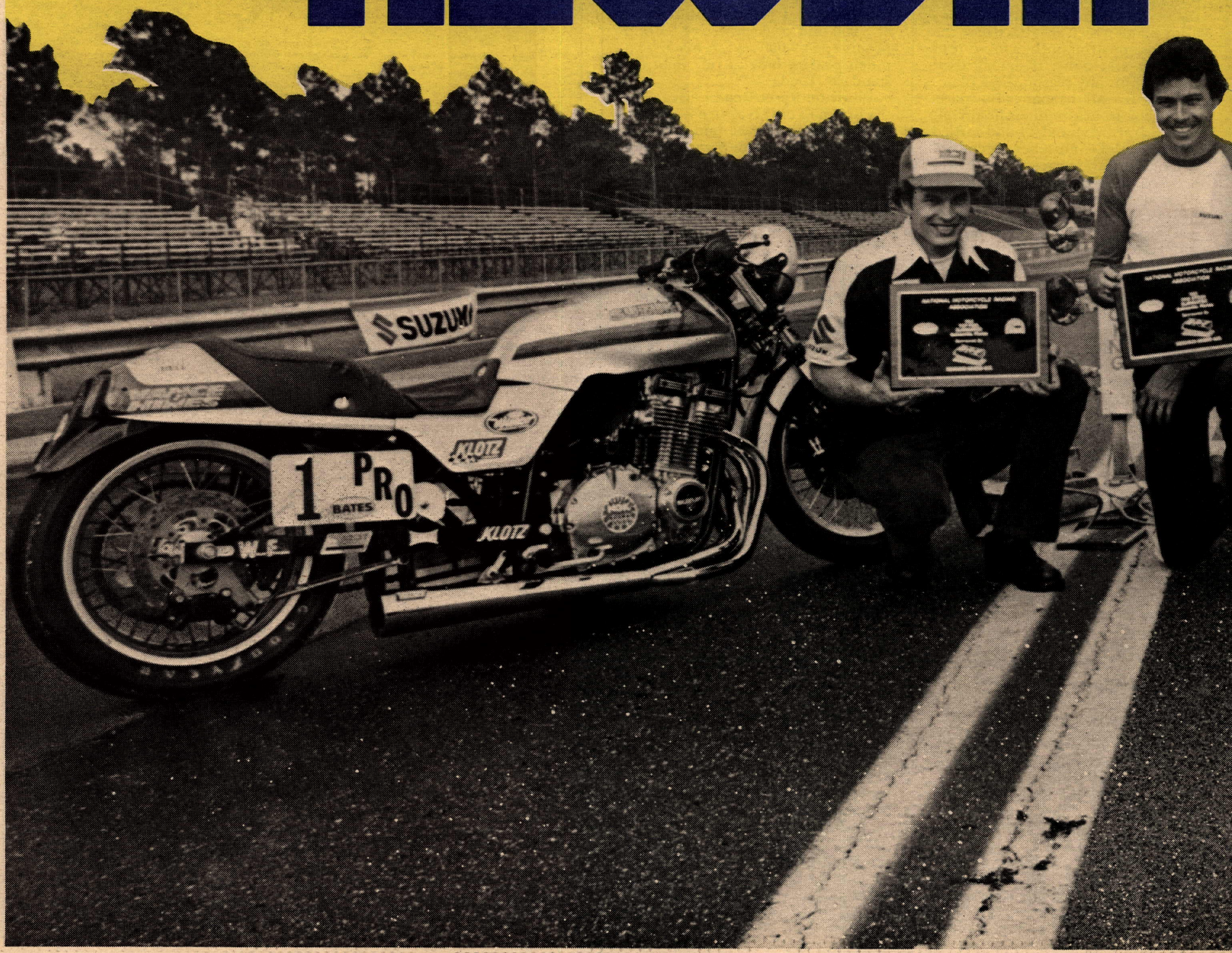
My only other beef surrounds the lack of a center stand. What happens if you want to adjust the chain or even repair a puncture, in which case the spring-loaded side stand would be totally inadequate. True, there's no provision for a kickstart, but how many people really use it on their Japanese fours, and anyway there's a pretty massive battery under the front of the seat, which should be adequate even for the coldest of days. To get at it, incidentally, you just remove a couple of Allen bolts and undo the seat. Forget to bring an Allen key, did I hear you say? No you didn't—there's one on the keyring which fits all the myriad adjusters and Allen bolts on the bike. Now you *know* the HB2 was designed by a motorcyclist!

Crowd-puller extraordinaire; fastest bike in the world in a straight line or from A to B; abstract design award winner; superb example of the craftsmans's art; and many more — all these the Bimota HB2 is and yet still something else besides. It's a personal statement by Massimo Tamburini of his vision of the way things *should* be in motorcycle terms, rather than the way they so often *are*. There are compromises, sure, like the use of a proprietary engine (though that will change too in the future as plans for Bimota's own powerplant proceed) and bought-in parts. These too, are gradually overcome — like the superb magnesium Campganolo wheels which most manufacturers would be proud to fit to their bikes if their customers could afford them. Tamburini has already designed a Bimota-made wheel of a superior Comstar-type which will be fitted to future bikes — and more will change besides. What matters now is that a few, very fortunate, quite rich, and evidently discerning people will be able to buy Tamburini's masterpiece for themselves, and in doing so experience, as I did on Italy's Racer Road, the ultimate road bike of the 1980s. •

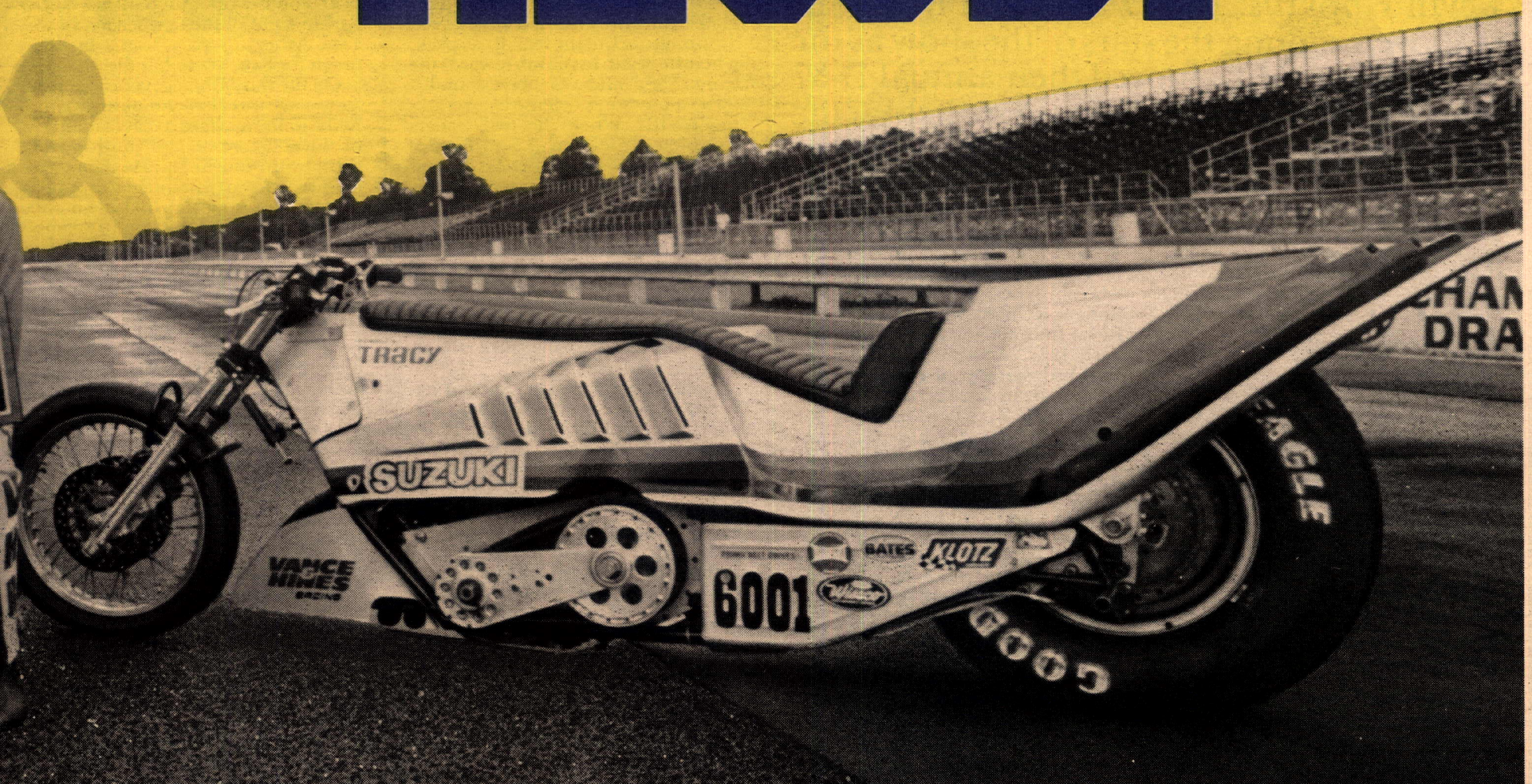
Specifications

Engine	902cc four-stroke, four cylinders, air cooled
Bore x stroke	64.5mm x 69mm
Wheelbase	56.9 in.
Length	84.1 in.
Width	27.2 in.
Height	46 in.
Tires	120/80 V16 Michelin tubeless front, 150/80 V16 Michelin tubeless rear
Suspension	Hydaulic fork with 40mm tubes front, "De Flex" monoshock rear
Dry weight	441 lbs.
Suggested retail	$11,500

FIRST, THE GOOD NEWS...



THEN, THE GOOD NEWS.



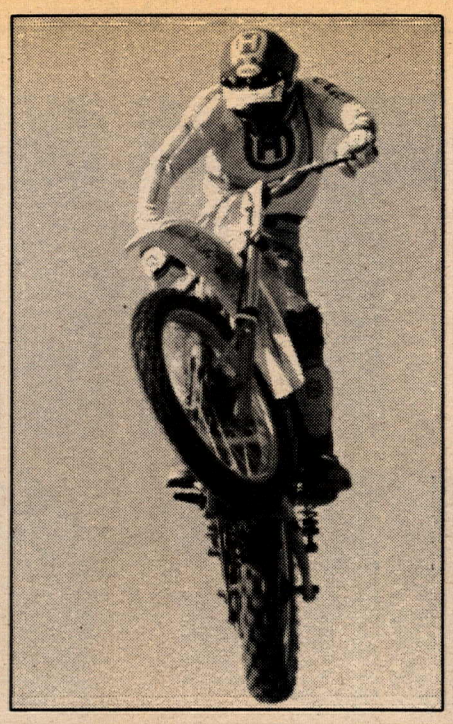
The good news is that drag racing superstar Terry Vance has clinched the NMRA Pro Stock title, putting himself and his Suzuki GS-1100 in the headlines once again. The other good news is that he's also captured the NMRA Top Fuel Championship aboard his awesome Suzuki Fueler. But the best news is that Terry is now the first man in history to hold both titles at once.

The double victory marks the peak of Terry's hottest race season yet...a season where he gained international attention by shattering the elusive 200 mph barrier in 6.98 seconds.

And to round out this unprecedented success story, Vance has just been named NMRA Pro Rider of the Year, and his partner Byron Hines has been named the Pro Mechanic of the Year...both for the second time in a row. That's two unbeatable teammates, two invincible Suzukis and two history-making championships. No wonder these guys are always in the news.

SUZUKI®

THE WINNING RIDE.



(Far left) Four-stroke and Open Amateur winner Jim O'Neal. (Left) Top Open Expert Dan Ashcraft. (Above) Mike Brown, the 250cc Expert winner.

23rd annual Dirt Diggers Grand Prix

Hopetown moves to Hungry Valley

By Charleen Ho and Kit Palmer
Photos by Palmer

GORMAN, CA, OCT. 2-3

Kevin Hopkins, Jim O'Neal and Dan Ashcraft were among the stars of the show as the Dirt Diggers M.C. moved their annual D-37 grand prix to become the first race held at the Hungry Valley State Vehicular Recreation Area.

The GP was originally slated to be run as part of a state "OHV fair," but funding for the fair was short-circuited for 1982 in the state legislature. The Dirt Diggers went ahead and ran their race in virgin territory.

Saturday

The mighty Minis started with Tod Sciacqua grabbing the lead from start to finish, closely followed by Keith O'Neal and Ricky Sieman. By the third lap they were passing the field. Wendy Berg led the Beginners for three laps until a crash slowed her down.

Gary Charters Sr. led the Seniors from time to eternity. He wasn't about to share it with Morris Norman, who grabbed second by the sixth lap. Dennis Rosenberg held onto a safe but sane third for the Experts. Ross Termin, the budding Amateur with a mid-pack start, pushed his way to ninth overall by the second lap and went on to finish first Amateur. Jim Learnihan ran into problems mid-moto but picked his way through 58 riders to finish first Novice.

The unclassifieds provided quite a spectrum. Lee Scheffers led all his laps with Randy Norman putting up quite a battle until lapped riders provided a cushion for Lee. Meanwhile, Tim Sinclair perservered for third Expert while Mark Mangold and Jim O'Neal battled for first Amateur. Unbeknownst to Jim, his right hand man "The Caper," was pushing for a photo finish. Joel Parker diced with Mike Anderton for first Novice with Joel taking the checkered first. Chris Voelker was astonished with his consistent ride to take first Beginner.

All divisions of up to 175cc riders stormed the hill in total ecstasy. Desert ace Kevin Hopkins ruled from start to finish with John Rudder moving into second place through thick and thin. John gained ground on Peter Postel, third Expert, with the influx of lapped riders. Dale Knapp finished fifth overall to take top Novice honors. Richard Arnold ran into traffic on the notorious uphill but managed first Amateur placing while Dan Bronson put in a good consistent ride to earn number one Beginner.

The Vets were dominated by Jon Miller while Darryl Ellis beat Gary Charters Sr. Danny Drew pulled all his cards and bingo, there was his first Amateur win. Don Whitaker pressed hard for his first Novice placing while Skip Chandler didn't miss a move, even the life vest at the dry water hole, which earned him numero uno for the Beginners.

The 250cc Novice and Beginner race was ruled by Everett Angle and Scott Stearns. The top Beginners, Danny Dotson and Dale Hilburger, were side by side bouncing on the whoop-dees up the start hill. They swapped positions continuously throughout the race until lap six when Danny gave the upper hand and took the glory.

Saturday's last race, the 500cc Novices and Beginners, had a grueling track to master with powder and dust filling every corner. Steve Bebeck led all but his first lap with Robert Alvis close by for the Novices. Steve Cameron dazzled the beginners with his consistent smooth ride.

Sunday

Stealing the spotlight during Sunday's activities was Honda-mounted Jim O'Neal, creator of the popular O'Neal motocross apparel, who took command of both the Four-stroke and Open Amateur classes with some aggressive and fast riding.

O'Neal began his rout with the start of the Four-stroke division when he thumped his way to the front of the herd inches ahead of Randy Norman, aboard a very trick 500 Yamaha. Riding an outdated but certainly not outclassed 650 Triumph, was John Hateley threatening in third. In fourth was Mark Hateley (Hon) while *Cycle Guide's* Ron Lawson was roosting his way in fifth, on top of an exotic 500 Can-Am — a popular item in the pits. Behind Lawson were Vernon Gabbert (Hon) and Rocky Morrison (Hon) riding 200cc Hondas.

Only a few turns into the race Hateley and his Triumph went down, dropping back to the rear of the pack, where he began his climb towards the front. Soon after, Gabbert found a flaw in Lawson's defense by overtaking fourth. When the two leaders completed the first 2.5 mile lap, Norman was only inches behind O'Neal. However, midway through the second lap, Norman's Yamaha began fouling and cutting out whenever he gave it full throttle. O'Neal took advantage of this and soon found himself with a comfortable lead. Mark Hateley, Gabbert and Lawson each moved up one spot. Norman pitted, cleared out his Yamaha and again set after the leaders.

A dice developed over second between M. Hateley and Gabbert, but after the end of the second lap Hateley came around with a bent shift lever and he too had to pit to correct the problem. Habbert took control of second while Hateley managed to reenter the race in third narrowly ahead of Lawson. Lawson saw his chance and began threatening Hateley but, the Can-Am pilot developed an untimely flat rear tire, ending his hopes for the win. Quickly, John Caper, aboard a 200 Honda, took advantage of the handicapped Lawson for fourth.

With two laps remaining in the race, only 10 seconds separated the two leaders but, on the final lap Gabbert dropped out, handing O'Neal a huge advantage over second place Hateley. O'Neal then cruised on to victory followed by Hateley and Caper.

The climax of the weekend was the combined 250cc and Open Expert class. And when the green flag dropped it was Kolbe/O'Neal's Danny Sanchez (Hon) who led the pack into the first turn. Hot on Sanchez's rear fender was Team Husky's Dan Ashcraft and Kolbe Honda's Steve Rawson (Hon). Kern Sport-cycle's Dan Smith (Hus), Newhall's Morgan Malocco (Hon) and Lee Scheffers (Hon) pursued the leaders.

Within a few laps both Sanchez and Ashcraft had pulled away from the rest of the pack, involved in a furious battle for the lead. Sanchez had an advantage over Ashcraft because the Honda pilot could at least see where he was going because he did not have to contend with the severe dust through some sections. But Ashcraft did his best to cling to the leader's rear fender.

When the two leaders completed lap one they were still handlebar-to-handlebar. But during the second go-around Ashcraft finally got fed up with eating Sanchez's dust so the Husky rider wicked it past Sanchez, taking control of the top spot. For the next couple of laps Sanchez kept within sight of the new leader, however, Ashcraft's pace was a bit too much for Sanchez to handle.

On the warpath, recovering from a so-so start, was Husky-mounted Tom Kelly. Kelly managed to pass a number of riders before he had control over third by the fourth lap. He then took over second when Sanchez dropped out on the same lap. Also on the move was Craig Adams (Hon). Adams, who was in ninth at the end of the first lap, found himself in the fourth spot halfway through the race.

Ashcraft's lead over Kelly dwindled slightly but Ashcraft had no concern because of his comfortable margin over second. On the final lap Ashcraft rode smooth and cautiously on his way to victory, closely followed by Kelly. Third went to Rawson followed by Adams, Mike Brown (who ended up first 250cc on a Kawasaki) and Greg Torgerson (Yam). •

Results

SATURDAY

MINI: 1. Tod Sciacqua (Am); 2. Keith O'Neal (Nov); 3. Ricky Sieman (Beg); 4. Wendy Berg (Beg); 5. John Adams (Beg).

SR: 1. Gary Charters Sr. (Ex); 2. Morris Norman (Ex); 3. Dennis Rosenberg (Ex); 4. Ross Termin (Am); 5. Don Merritt (Am).

UNCLASSIFIED: 1. Lee Scheffers (Ex); 2. Randy Norman (Ex); 3. Tim Sinclair (Ex); 4. Mark Mangold (Am); 5. Jim O'Neal (Am).

0-175: 1. Kevin Hopkins (Ex); 2. John Rudder (Ex); 3. Peter Postel (Ex); 4. Richard Arnold (Am); 5. Jay Zupan (Am).

VETS: 1. Jon Miller (Ex); 2. Darryl Ellis (Ex); 3. Gary Charters Sr. (Ex); 4. Danny Drew (Am); 5. Rick Arnold.

250 NOV/BEG: 1. Everett Angle (Nov); 2. Scott Stearns (Nov); 3. Ray Groom (Nov); 4. Danny Dotson (Beg); 5. Dale Hilburger (Beg); 6. Kenneth Myers (Beg).

500 NOV/BEG: 1. Steve Bebeck (Nov); 2. Robert Alvis (Nov); 3. Cory Bonham (Nov); 4. Steve Cameron (Beg).

SUNDAY

HACKS: 1. Larry Blum/Lee Lindsey; 2. Chris Wilcox/Tom Ridward.

HACKS EX: 1. Bob Sanner/Charlie Sanner; 2. Ron Hall/Dan Bronson.

WOMEN NOV: 1. Roxanne Ray; 2. Karen Young; 3. Marlee Goal.

WOMEN AM: 1. Dennise Engstrom; 2. Natalie Stuebner; 3. Patrice Payne.

WOMEN EX: 1. Mercedes Gonzales; 2. Karen Leitinger; 3. Lorie Watson.

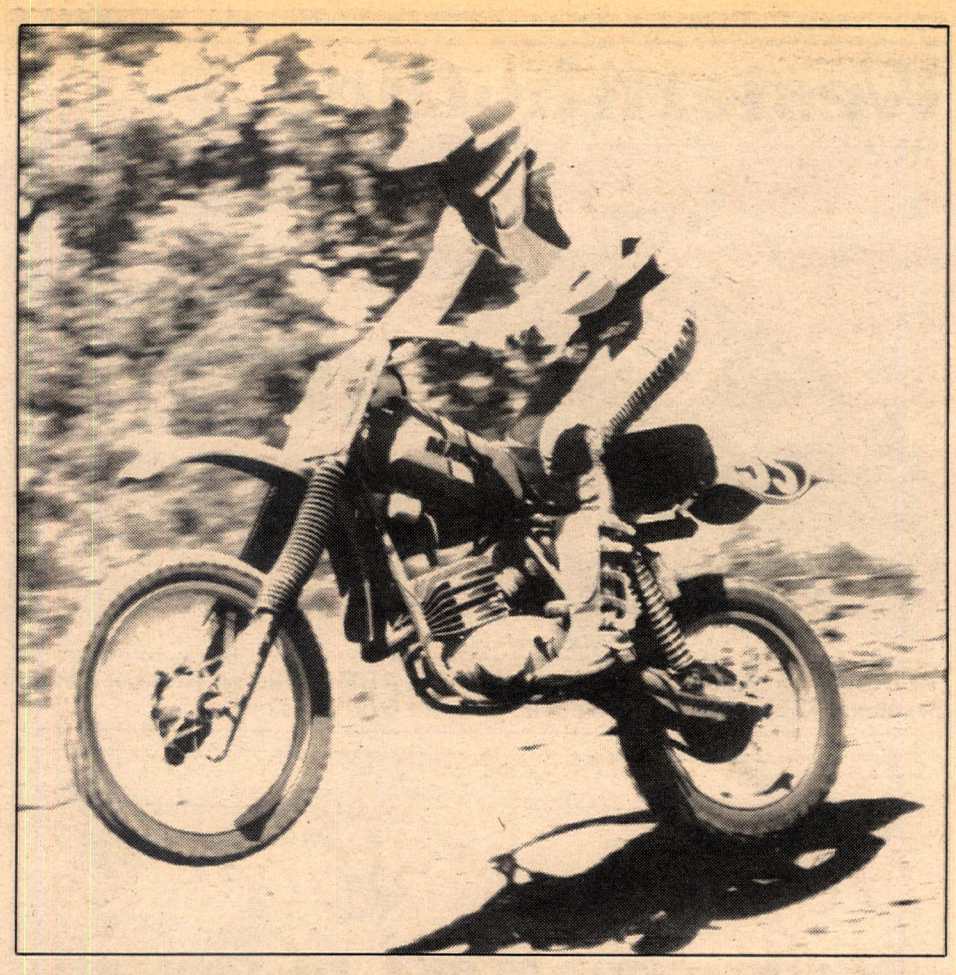
FOUR-STROKE: 1. Gary Coffey; 2. Greg Griffin; 3. Dean Gallaway.

FOUR-STROKE NOV: 1. Alan Pinch; 2. William Misener; 3. Gabor Kopeczi-bolz.

FOUR-STROKE AM: 1. Norman Neumann; 2. Rocky Morrison; 3. Brian Skinner.

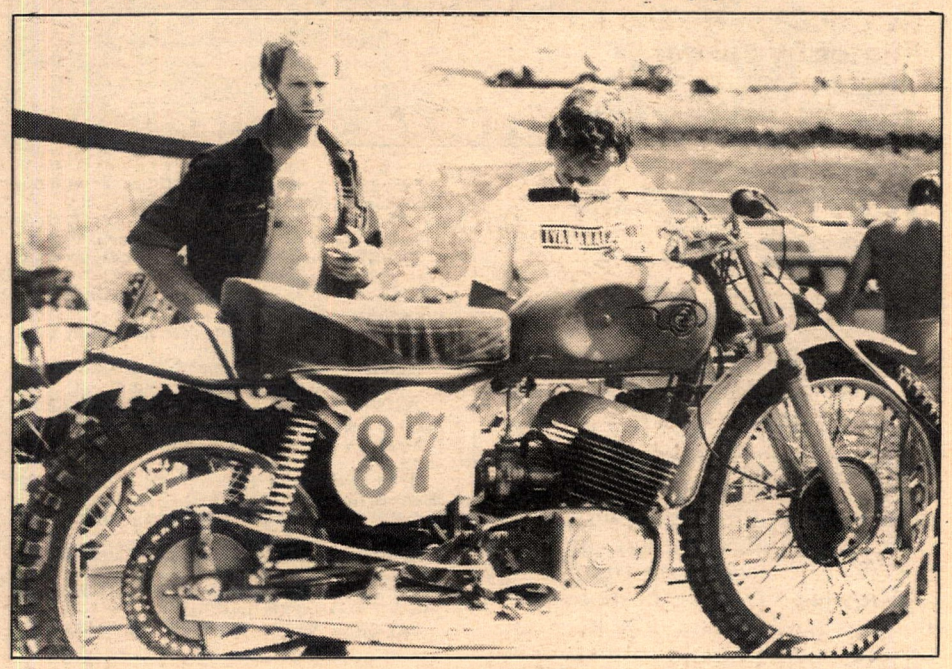
FOUR-STROKE EX: 1. Jim O'Neal; 2. Mark Hateley; 3. John Caper.

EX: 1. Dan Ashcraft (Hus); 2. Tom Kelly (Hus); 3. Steve Rawson (Hon).



(Above) Phil Oveland flies his Swedish-legged, CZ powered creation. Below he enjoys the spoils of victory with two lovely Saddleback lasses.

(Above) A vintage Maico 125 soars above the baked adobe. (Below) Winner in the Stock class was this immaculate twin-piper.



Oveland sweeps third annual CZ World Championship

By Terry Whytal
ORANGE, CA, OCT. 2

Northern California motocross star Phil Oveland overpowered the competition en route to topping both the 500 and 250cc Expert races at the third annual CZ World Championships held at Saddleback Park today.

Industry support for this premier event was in evidence from the day's beginning as each rider who entered the event received a CZ visor from Malcolm Smith Products and a riding jersey from Redondo Kawasaki.

Additional support from Malcolm Smith, Redondo Kawasaki, *Motocross Action* Magazine, Hannah Racing Products, Oakley, Gold Belt, DG Performance, Smith Goggles, PJ-1, Fox, Cycle Am, Answer Products, Pro Circuit, Jones Racing, White Bros., and JT amounted to many thousands of dollars worth of prizes; winning riders left the trophy presentation stagering under the load of donated goodies.

Oveland came to the start line for the first 500cc moto equipped with a CZ motor stuffed into a Husky frame and it soon proved to be the winning combination.

As Oveland powered to a commanding lead, Clark Jones and Gary Jones battled for the number two slot. Clark rode his very Sano, Larry Escamilla-built machine to second place at moto's end while Gary finished third on his Iron Curtain Marvel with a Floater rear end.

Moto two again saw Oveland cruise to an unchallenged lead while Clark Jones DNF after breaking his front axle. Lance Moorewood dueled with Gary Jones for second place honors. Moorewood appeared to have it in the bag until his exhaust pipe cracked on the last lap and Jones slipped past. Oveland was the overall winner with Gary Jones second, Moorewood third and Steve Harmon fourth.

Oveland won both motos of the 250cc Expert race to truly earn the title of CZ World Champion. Gary Jones picked up second place again, riding a stock 125cc CZ while Jody Weisel placed third ahead of D. Pate and pre-race favorite Pete Maly, who battled transmission problems all day.

Fred Baker topped the always exciting 500cc Intermediate race with Scott Hendricksen edging Scott Pepper for runner-up honors.

The 500cc Novice class fell to the riding talents of Bob Berdyck who now has 317 complete races on his 1971 CZ. John Tayor picked up second and Tony Sandru finished third.

G. Tonczak headed the 250cc Intermediate class despite tough competition from second place finisher M. Lawrence. H. Clinton rounded out the top three.

Top kudos in the 250cc Novice class belong to Ron Sammons, who's consistent up-front riding enabled him to clinch the Novice title. Robert Dykmens placed second and Jeff Osborne Czechecked in at third overall.

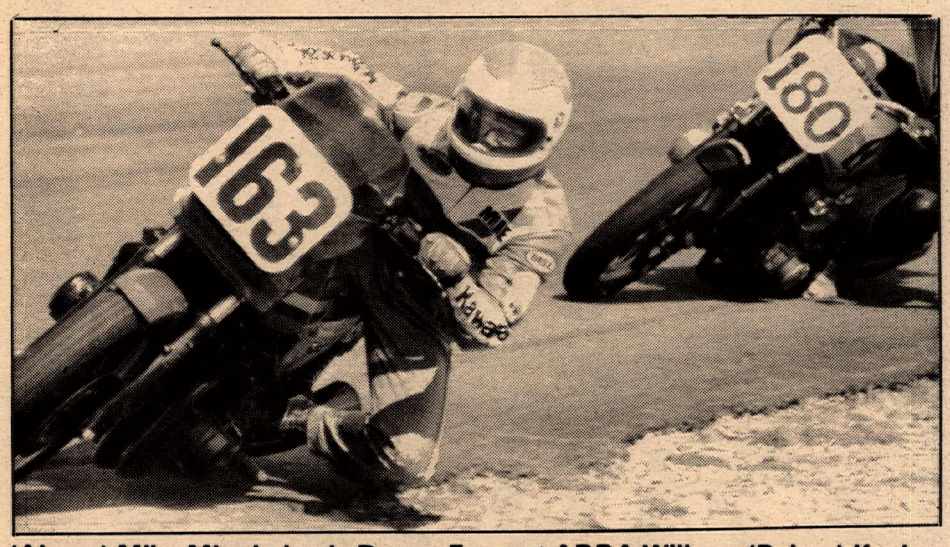
Competition for Best Stock Bike was fierce among the nearly 60 entries, but when the dust settled Rick Nabers had won the coveted award with his 1970 250cc CZ which he also piloted to 16th overall.

Don't forget to mark you calendars for the all important first Saturday in October, 1983, when the next CZ World Championships will again thunder through the hills of Saddleback. Now would be a good time to start preparing your trusty ChayZed. Only 355 days 'til the gate drops! •

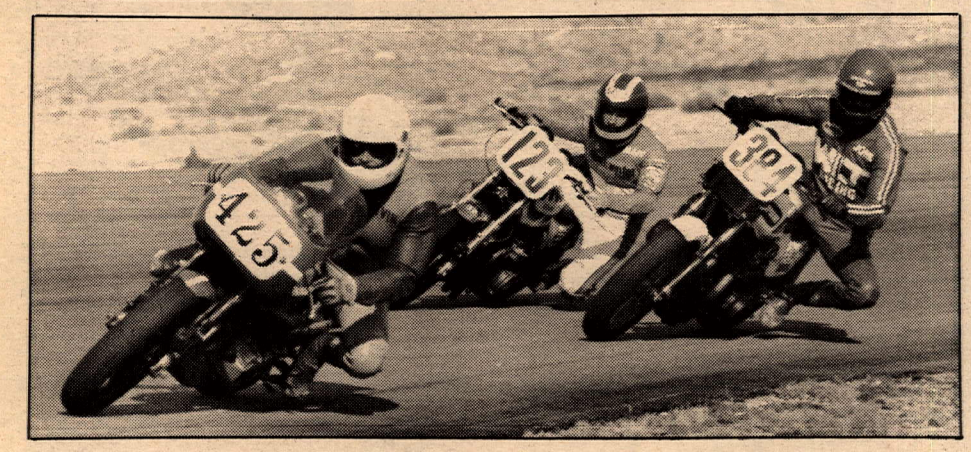
Results

500 EX: 1. Phil Oveland; 2. Gary Jones; 3. Lance Moorewood.
500 INT: 1. Fred Baker; 2. Scott Hendricksen; 3. Scott Pepper.
500 NOV: 1. Bob Berdyck; 2. John Tayor; 3. Tony Sandru.
250 EX: 1. Phil Oveland; 2. Gary Jones; 3. Jody Weisel.
250 INT: 1. G. Tonczak; 2. M. Lawrence; 3. H. Clinton.
250 NOV: 1. Ron Sammons; 2. Robert Dymans; 3. Jeff Osborne.

Western hotline



(Above) Mike Minnig leads Denny Fryer at ARRA Willow. (Below) Kevin Bracken (425) leads John Wells (384) and Graham Lord.



Remy wraps up DeAnza MX

By Kit Palmer

SUNNYMEAD, CA, OCT. 3

Steve Remy (Yam) used a 2-1 combination today at DeAnza Cycle Park to lassoe the win in the highly competitive 250cc Beginner class while Corey Gash (Yam) followed in second with a 3-2 tally. Mark Bonotto (Suz) jammed into the early lead in the first moto, and he went on to take the moto win. Bonotto had to maintain his cool because of the heavy pressure put on by Remy throughout the race. Cruising in third, waiting for a mistake by one of the leaders, was Gash. Unfortunately, for Gash, there were none to take advantage of, so Gash had to settle for third. Fourth went to Kirk Cannon (Yam) while Jim Meng (Yam) settled for fifth.

In the second moto it was Remy who stole the holeshot just ahead of Gash, Meng and Cannon. Remy held the throttle wide-open, but he couldn't quite gain a comfortable lead over Gash. What distance Remy had developed over Gash was just enough to capture the second moto win and overall. Gash took second before Cannon, who had to pass Meng on the fourth lap for third.

In the Open Novice class it was Terry Anderson (Hon) who handily took command, capturing the win each time out. Anderson's nearest competition was Greg Roberg (Yam), who ended up with second overall after a 2-3 outing. A 5-2 score by S. Mays (Hus) was good enough for third while Tim Clayton's (Suz) 3-7 combo enabled him to take third.

Results

JR CYC: 1. Ryan Doty (Yam); 2. Mike Metzger (Yam); 3. Robert Naher (Suz).
MINI BEG: 1. Mitch Eber (Kaw); 2. Dean Keeling (Yam); 3. John Scarberry (Yam).
MINI NOV: 1. Mike Wiese (Kaw); 2. Mike Michetti (Suz); 3. David Sharp (Hon).
MINI INT: 1. Terry Szucsko (Yam); 2. Mike Fitzgerald (Hon); 3. Roy Chambers (Yam).
125 BEG: 1. Ken Coleman (Suz); 2. Anthony Magallanez (Yam); 3. Jeff Barker.
125 NOV: 1. Johnny Bonacci (Suz); 2. Scott Delameter (Yam); 3. Lance Gorton (Kaw).
125 INT: 1. Jim Pearson (Suz); 2. Marty Le Hotan (Yam); 3. Todd Lindsley (Suz).
125 PRO: 1. Randy Yetto (Yam); 2. Dave Pettigrew (Suz).
250 BEG: 1. Steve Remy (Yam); 2. Corey Gash (Yam); 3. Mark Bonotto (Suz).
250 NOV: 1. John Dimmitt (Suz); 2. Mark Valentino (Kaw); 3. Mark Montgomery (Yam).
250 INT: 1. Colin Ryan (Yam); 2. John Sarrail (Suz); 3. Larry Dimmit (Suz).
250 PRO: 1. Duane Mapes (Suz); 2. Eddie Michetti (Suz).
OPEN BEG: 1. Craig Hitch (Yam); 2. Al Vorhauer (Hon); 3. Scott DeVillier (Yam).
OPEN NOV: 1. Terry Anderson (Hon); 2. Greg Roberg (Yam); 3. S. Mays (Hus).
OPEN INT: 1. Reynard Rice (Yam); 2. Pete Vetrano (Hon); 3. John Gannon (Mai).
VET JR: 1. Jim Hanenberg (Suz); 2. Nick Beltran (Hon); 3. Howard Keeling (Suz).
VET SR: 1. William Cline (Suz); 2. Ed Michetti (Suz).

Minnig: Ups, downs at ARRA Willow

By Lori Tyson

ROSAMOND, CA, OCT. 3

Wayne Rainey's lap record of 138:19 was broken by Mike Minnig with an unofficial time of 137:6 as he took the 750cc Box Stock victory at the American Road Racing Association Road Race meet at Willow Springs. Mike got off to a poor start, but by lap three was challenging leader Earl Roloff for the premier spot. Mike tailed Roloff until the seventh lap, when he took advantage of the draft to slingshot by, and took the win by less than one bikelength.

Mike's good fortune was short lived, though, as in 750cc Production (after a terrific battle with Denny Fryer) his worn tires gave way, and he fell at the top of the hill. Mike was understandably disappointed, as this was his last ride of the season, but was otherwise unhurt.

Semi-retired road racer Jeff Tutobene was the surprise winner in 600cc Super Street. Jeff grabbed the lead on the second lap and managed to hold Walt Nitto back in second for the last six.

In the 450cc class, Jay Tanner and Howard Monise diced it up, and after a great fight, Tanner was the victor.

Two of the 600cc class' usual front runners had a bad day. ARRA overall points leader Joe Bruscella slid out during the 600cc Production race after chasing Doug Toland. Earl Roloff took first in that one with Jim Vreeke coming in second. But Jim, who usually combines a little dirt tracking with his road racing, took an off-road excursion in 600cc Box Stock that he didn't get himself out of, and he also took a spill. Both men were okay.

After Vreeke got off, Doug Toland inherited the 600cc lead and headed the remainder of the race. Aaron Post had quite a duel with Todd Brubaker over second, with Post taking it.

Danny Coe took an easy win in the 250cc GP, followed by Jon Slobom, but the best race was for third between Tom Sera and Bryan Chono. As they went down the front straight on the last lap side by side, Tom put forth a final burst of effort to take the win by millimeters.

Results

450 SUPER STREET: 1. Jay Tanner (Yam); 2. Howard Monise (Yam); 3. Clint Whitehouse (Yam).
600 SUPER STREET: 1. Jeff Tutobene (Kaw); 2. Walt Nitto (Kaw); 3. Ray Magana (Kaw).
750 BOX STOCK: 1. Mike Minnig (Kaw); 2. Earl Roloff (Kaw); 3. Martin Sharpe (Kaw).
OPEN BOX STOCK: 1. Bill Kinney (Suz); 2. Bruce McFarland (Suz); 3. Kirk Ochwalt.
125 GP: 1. Len Gambo (Hon); 2. Tom DeWitt (Hon); 3. Marty Anderson (Hon).
250 SUPER STREET: 1. Rob Pritchard (Yam); 2. Dan Diaz (Yam); 3. Jeff Kratka (Yam).
600 4 STROKE GP: 1. Mike Anderson (Kaw); 2. Ray Magana.
900 4 STROKE GP: 1. Denny "Freeway" Fryer (Hon); 2. Mark Shelton (Kaw); 3. Mick Ofield (Nor).
OPEN 4 STROKE GP: 1. Kevin Bracken (Duc); 2. John Wells (Hon); 3. Graham Lord (Kaw).
250 GP: 1. Danny Coe (Yam); 2. Jon Slobom (Yam); 3. Tom Sera (Yam).
600 PROD: 1. Earl Roloff (Kaw); 2. Jim Vreeke (Kaw); 3. Doug Toland (Kaw).
750 PROD: 1. Denny Fryer (Hon); 2. Martin Sharpe (Kaw); 3. Chris Mencher (Kaw).
OPEN PROD: 1. Bill Kinney (Suz); 2. Bruce McFarland (Suz).
450 PROD: 1. Howard Minise (Yam); 2. Clint Whitehouse (Yam); 3. Mark Capell (Yam).
125 GP: 1. Len Gambo (Hon); 2. Tom DeWitt (Hon); 3. Marty Anderson (Hon).
500 GP: 1. Jay Tanner (Yam); 2. Robert DeWitt (Yam); 3. Bryan Chono (Yam).
OPEN GP: 1. Eddy Kocina; 2. George Gereau (Kaw); 3. Jim Labine (Kaw).
450 BOX STOCK: 1. John Thorton (Yam); 2. Rick Soloway (Yam); 3. Paul Bonitch.
600 BOX STOCK: 1. Doug Toland (Kaw); 2. Aaron Post (Kaw); 3. Todd Brubaker (Kaw).
750 SUPER STREET: 1. Mark Shelton (Kaw); 2. Jim LaBine (Kaw); 3. Rob Radel (Kaw).
OPEN SUPER STREET: 1. Kevin Bracken (Duc); 2. John Wells (Hon); 3. Graham Miller.
50 PROD: 1. Terri Wells (Kaw).
50 GP: 1. Dylan Code (Kaw); 2. Earl Smith (Kaw).
100 GP: 1. Royce Flora (Hon); 2. Dusty Behrman (Hon).
FORMULA 4: 1. Richard Trask (Hon).
250 PROD: 1. Danny Diaz (Yam); 2. Scott Stevens (C-A); 3. Jeff Kratka (Yam).
VINTAGE I: 1. David Fiorelli; 2. Mark Johnson (Ariel).
VINTAGE II: 1. Bill Burdett (Nor); 2. David Breetwor (BSA).
CLASS I: 1. Richard Smith; 2. Mark Smith; 3. Chris Nissen.
CLASSIC II: 1. Mick Ofield (Nor).

Burcham hot in final point race

By Peggy Stewart

PHOENIX, AZ, OCT. 2

Tonight was the last point's race for the season championship and a few classes were still to be settled. In the Open Expert TT main, it was wild and crazy. Bobby Russell took the holeshot with Tom Burcham breathing down his neck. Burcham blew by Russell on the sweeper to move into the first place spot. In third and fourth, Kelly Larkin and Mike Yogerst diced it out. Larkin worked hard to hold off Yogerst, but Yogerst took advantage of an error by Larkin and moved into third.

Larkin tried several times to regain third, but laid the bike down in the right hander. The battle for first and second ended when Russell had bike problems and dropped out, moving Yogerst into the number two spot. Tom Burcham breezed through to take the checkered flag.

The night was cool, but the racing hot in the Pee Wee class. The leader in the season championship standings was one point ahead of second. Marty Yogerst tried to catch brother Danny Yogerst and keep his points lead, but failed. Danny took wins over Marty in both the short track and TT main events. Marty ended up winning the season championship by five points.

The 250cc Expert class had no real surprises this evening. Rick Williams took second to Shaun Larkin in the short track main and won the TT main. Williams finished a fantastic season by winning the 250cc title with a comfortable margin over last season's champion, Dennis Parks.

In the Trophy Dash, Kelly Larkin took the holeshot with brother Shaun Larkin in the number two position. Burcham maneuvered around Shaun to take over second. Williams fought hard to get a taste of third place, but Shaun did some fantastic riding to finish in the number three position. Kelly held off Burcham's advances and took the checkered flag. Final point standings in results section.

Results

SHORT TRACK
Y-ZINGER: 1. Ed Lucas (Yam); 2. Mark Maynard (Yam).
PEE WEE: 1. Danny Yogerst (Yam); 2. Marty Yogerst (Hon).
250 NOV: 1. Dennis Leiler (Hon); 2. Randy Jacobs (Bul); 3. Gary Boyd (Yam).
250 EX: 1. Shaun Larkin (Yam); 2. Rick Williams (Suz); 3. Rick Witte (Kaw).
OPEN AM/NOV: 1. Virgil Zumstein (BSA); 2. Ronald Masterson; 3. John Kent.
OPEN EX: 1. Kelly Larkin (Yam); 2. Tom Burcham (Hon); 3. Mike Yogerst (Yam).
TT
PEE WEE: 1. Danny Yogerst (Yam); 2. Marty Yogerst (Hon).
250 NOV: 1. Randy Jacobs (Bul); 2. Gary Boyd (Yam).
250 EX: 1. Rick Williams (Suz); 2. Bruce Luft (Kaw); 3. Dennis Parks (Hon).
OPEN EX: 1. Tom Burcham (Hon); 2. Mike Yogerst (Yam).

Gamble wins at Corona MX

By Kit Palmer

CORONA, CA, OCT. 1

Sun West Cycle's Steve Gamble (Yam) put in two outstanding rides to capture the overall in the Corona Raceway Mini Intermediate class after dicing with another Sun West rider — Gerry Szucsko (Yam).

The action began as soon as the gate dropped for the start of the first moto; Szucsko shot into the lead only inches ahead of Gamble. In third and fourth were Mini Expert riders Tommy Combs of Pomona Kawasaki and Rincon Kawasaki's Gary Dent (Kaw).

The two Intermediate riders ran away from the pack while engaged in a nail-biting battle for the lead. The two never separated more than a bikelength throughout the moto while Szucsko held on to his slim lead. It wasn't until the white-flag lap that Gamble stuffed-it by Szucsko, taking over the lead. Gamble managed to hold on to his lead during the final lap for the win. Third and fourth went to Alex Mansfield (Kaw) and Arther Huffer (Kaw). In the Expert class, Combs took the win ahead of Dent and John Conney (Suz).

It was again Szucsko who jammed to the front of the pack at the start of moto two, again just ahead of Gamble. However, Gamble made his move

early in the race by passing Szucsko for the lead. Szucsko stayed within talking distance of Gamble, but Gamble kept it together for the win. Szucsko took second followed by Mansfield, Rincon's Ronnie West (Kaw) and Huffer. In the second moto of the Mini Expert class, Conney took the win, but Combs' second gave him the overall. Conney's second moto win combined with a first moto third was good enough for second. Dent's 2-4 combination equalled a third.

Results

50 PEE WEE: 1. Billy Valko; 2. Edward Moraja; 3. Jeremy Applegate.
60 PEE WEE: 1. Mike Metzger; 2. Judd Scanlan.
60 PEE WEE: 1. Dan Brechtel; 2. Jeremy Applegate; 3. Jacob Swain.
MINI BEG: 1. Frank Smith (Yam); 2. Mike Nitti (Yam); 3. Chris Winkler.
MINI BEG: 1. Jim Barberie (Suz); 2. Bruno Wilson (Kaw); 3. Clint Christensen (Suz).
MINI BEG: 1. Mike Wiese (Kaw); 2. Bryan Petrie (Yam); 3. Mitch Eber (Kaw).
MINI INT: 1. Steve Gamble (Yam); 2. Terry Szucsko (Yam); 3. Alex Mansfield (Kaw).
MINI EX: 1. Tommy Combs (Kaw); 2. John Conney (Suz); 3. Gary Dent (Kaw).
125 BEG: 1. Kenneth Kesell; 2. Eddie Orten (Suz); 3. Tony Strangio (Suz).
125 BEG: 1. Chuck Collins (Suz); 2. Roberto Noboa (Suz); 3. Rick Lane (Kaw).
125 NOV: 1. Randy Reynolds (Yam); 2. Rick Tatton (Suz); 3. David Fronko (Kaw).
125 NOV: 1. Jason Neuman (Yam); 2. Brett Jacobs (Yam); 3. Greg Kopp (Yam).
125 INT: 1. Bryan Curtis (Kaw); 2. Greg Bender (Yam); 3. Leo Saul.
250 BEG: 1. Rick Gardana (Yam); 2. Peter Bruches (Yam); 3. Bob Michael (Yam).
250 BEG: 1. Chris Anderson (Hon); 2. Kirk Myers (Yam); 3. Paul Pitzinga (Yam).
250 NOV: 1. Randy Lowell (Yam); 2. Mike Knueven (Hon); 3. Mark Romero (Suz).
250 INT: 1. Graig Lee (Yam); 2. Ron Lawson (Suz); 3. Rick Hoffman (Mai).
250 PRO: 1. Chris Flemming (Suz); 2. Jerry Black (Suz); 3. Jack Scott (Yam).
500 BEG: 1. Greg Saccomanno (Suz); 2. Mike Gillette (Yam).
500 INT: 1. Kit Palmer (Hus); 2. Dean Wilkinson (Hon); 3. Keith Spencer (Hon).
VET: 1. Tom Sawyer (Yam); 2. Jay Hattabaugh (Suz); 3. Karl Scahaln (Yam).

Riekki rules AME Dunes

By Mike Johns

VALENCIA, CA, SEPT. 26

As Mother Nature teased with the threat of rain, riders turned out to race, geared for wet weather, with the American Motocross Enterprises and the Southern California Yamaha Dealers Association.

In minicycle action, the Intermediates had the best race. Chris Burgess and his PJ1 Suzuki have been consistent leaders, and it looked to be the same this time. Gary Riekki had different ideas. Burgess was in the lead, Tom Holt was running second on what looked like a World War II bombing target and Gary Riekki was in third.

Riekki, and his Speed Marine sponsored Yamaha, powered past Holt, then Burgess, to take the lead and never look back. This left Burgess and Holt to play tug of war for second place. Holt attempted various moves inside and out, but Burgess wouldn't give in. Tom Holt was a rider of determination, and perseverance finally paid off. Burgess bailed off giving Holt the advantage. Todd York and his Yamaha also looked very impressive in the first moto as he pushed Holt aside to take second. At the finish it was Riekki, York and Holt.

Second moto, Riekki grabbed the holeshot and waved goodbye to the pack as he powered around to take home the overall. The battle, again, was between Burgess and Holt for second, when York's bike decided to sit this one out halfway through the race. Holt, again, tried everything he could think of. Burgess was not to make a mistake, and as they crossed the checkered flag, Burgess finished second and Holt finished third, but good enough for second overall and a trophy.

The hot contest in the 125cc Pro class was between Van Nuys Yamaha rider Donnie Best, Kal-Gard/Suzuki of Van Nuys rider Jack Greenberg and Suzuki rider David Hussey. It took Best five laps to get by Hussey in third, Jon Ortner in second and then by Greenberg for the lead, but Donnie was cookin'. David Hussey made his move on Ortner as they passed the announcing tower and set his sights on Greenberg. Hussey went down in the sand trying a set-up on Greenberg. This gave Jack an easy second to Best at the finish, with Ortner third and Hussey in for fourth.

Second moto, Donnie got the "Best" start. Hussey and Greenberg battled very hard using every line on the track. At the end, Hussey had the advantage for second leaving Greenberg in third and Jon Ortner for fourth.

Results

83 BEG: 1. Sheryl Fedorow (Yam); 2. Tony Sulek (Kaw); 3. Jody Tapia (Kaw).
83 JR: 1. Tony Mercier (Suz); 2. Keith Vensel (Kaw); 3. Bryan Hedrick (Kaw).
83 INT: 1. Gary Riekki (Yam); 2. Tom Holt (Kaw); 3. Chris Burgess (Suz).
83 EX: 1. Joe Lozano (Yam).
61 JR: 1. Tony Sulek (Yam); 2. Moose Wine (Yam).
61 INT: 1. Shawn Bates (Yam).
125 BEG: 1. William Crawford (Suz); 2. David Marmion (Suz); 3. Bambino Tapia (Kaw).
100 JR: 1. Alan Pierce (Yam); 2. Tony Mercier (Yam).
125 JR: 1. Gary Sailors (Suz); 2. Guy Arnone (Hon); 3. Adam Vaughn (Yam).
125 INT: 1. Curtis Page (Suz); 2. Joe Hopkins (Kaw); 3. Danny Kudrave (Suz).
125 PRO: 1. Donnie Best (Yam); 2. Jack Greenberg (Suz); 3. David Hussey(Suz).
250 BEG: 1. Jim Weltman (Yam); 2. Eric Marnoch (Hon); 3. Steve Wu (Suz).
250 JR: 1. Marty Desbrow (Hon); 2. Steve Morrison (Suz); 3. John Colabella (Yam).
250 INT: 1. Randy Owen (Suz); 2. Reggie Lamson (Suz); 3. Dave Welty (Suz).
250 PRO: 1. Andy Segale (Suz); 2. Todd Clark (Yam); 3. Ken Zahrt (Kaw).
VET JR: 1. Steve Dietrich (Suz); 2. Ted McWorter (Hon); 3. Richard Drolen (Hus).
VET INT: 1. Sam Maute (Mai).
VET EX: 1. Al Stinebaugh (Suz); 2. Bill Ham (Mai).
500 JR: 1. Jeff Otten (Hon); 2. Ken Dayton (Hon); 3. Art Dart (Mai).
500 INT: 1. Steve Lucia (Yam); 2. Ronnie Lewis (Yam).
500 PRO: 1. Mark White (Yam); 2. Brad Brown (Mai).

Tamietti edges Gibson at Sunrise

By Bert Valenzuela

ADELANTO, CA, SEPT. 26

After chasing Ron "Hoot" Gibson around the course for 10 laps in the first moto, Val Tamietti took the second round for the Pro win at Sunrise Valley.

Val took the lead from "Hoot" on lap three of the second moto, then led Hoot, and a closely following Nev La Borde, the rest of the way to take the checkered flag.

La Borde passed Hoot on lap seven and made a valiant effort to catch Tamietti, but couldn't quite get there. The 3-2 effort got Nev the show spot behind Val and Hoot. Dave Pettigrew edged out John Rudde for fourth.

The "TV" (tonic & vitamins) group was out in force and put on quite an exhibition for the younger set. Lynn McGraw prevailed in the first stanza as *Dirt Bike's* Rick Sieman and Dennis Rosenberg applied the pressure. Sam Groce led the first few laps, then faded to fifth behind Dave Wilson.

James Richardson was the first Intermediate across the line, and Robert Berdyck led the Novice class. Behind these two were Robert Smith (Int.) and Chuck Rowe (Nov.).

Sam Groce led from start to finish in the second moto as McGraw worked past some of the others to take second spot. Sieman was right behind as they passed Dave Wilson on lap five. Rosenberg rode like crazy, too, but couldn't get around Wilson. McGraw's 1-2 earned the win while Rick's 2-3 was good enough for second. Sam settled for third.

The 125cc Intermediates put on a helluva show as two Apple Valley lads battled for top honors. Johnny Ray, who seems to have kicked the soil sampling habit, took a hard earned win away from Jake Roach on the white flag lap of moto one.

Jason Prater led for five laps in moto two before Jake went around him with Johnny following suit on the next circuit. Jake fought a determined onslaught by Johnny as they left Prater, Tony Bienert and the rest behind. Thus did Roach avenge last week's loss to Ray, but Ray says, "Wait'll next race."

Results

MINI BEG: 1. Eric Caldwell (Kaw); 2. Kenneth Tate (Yam); 3. Paprin Trippensee (Yam).
MINI INT: 1. Nicky Pounds; 2. Steve Saling.
125 BEG: 1. N. Bigelow (Suz); 2. Ben Gaonzales (Yam); 3. Natalie Stuebner (Yam).
125 NOV: 1. Tim Riley (Suz); 2. Tony Alessi (Yam); 3. Scott Lund (Suz).
125 INT: 1. Jake Roach (Suz); 2. Johnny Ray (Suz); 3. Tony Beinert (Yam).
250 BEG: 1. Tony Meyers (Suz); 2. Gonzalo Estrada (Suz).
250 NOV: 1. Bill Richardson (Yam); 2. Blaine Robison (Yam).
250 INT: 1. Colin Ryan (Yam); 2. Cal Stuebner (Suz); 3. Tony Pulliam (Yam).
OPEN BEG: 1. Dave Wignal (Suz).
OPEN NOV: 1. Charlie Strong (Suz); 2. Jeff Long (Mai); 3. Scott Mayes (Hus).
OPEN INT: 1. Pete Vetrano (Hon); 2. Steve Pflug (Mai).
VET BEG: 1. Robert Klatt.
VET NOV: 1. Robert Berdyck (CZ); 2. Chuck Rowe (Yam); 3. Jim Learnihan (KTM).
VET INT: 1. James Richardson (Hon); 2. Robert Smith (Yam); 3. Richard Burley (Hon).
VET EX: 1. Lynn McGraw (Hus); 2. Rick Sieman (Mai); 3. Sam Groce (Suz).
PRO: 1. Val Tamietti (Mai); 2. Ron Gibson (Hon); 3. Nev La Borde (Hon).

Blose, Richardson hot in Phoenix

By Bob Bluit

PHOENIX, AZ, SEPT. 25

Race two of the six-race Arizona Fall Motocross Series had heat in the air and competition. The competition gets real keen when there's a chance of winning a new CR250R Honda, or a new KX125 Kawasaki, and that is just what was at stake here.

The 125cc Experts were the first to do battle for the evening. As the gate dropped, a surprising figure emerged. It wasn't red, or yellow, it was the green Kawasaki of Paul Bowman. Since moving to Expert some three months ago, Paul has not enjoyed this luxury often. So he turned up the wick and hoped he could stay in the spotlight. But Honda's Chappy Blose, who had taken the first of three off-track tours in turn one, had steadily been moving through the traffic. At the halfway mark, Blose set on the green fender of Bowman's Kawasaki. Bowman surprised a record crowd by shutting the door on Blose several times, but after another three laps, the Honda rider had picked his spot and struck. Underneath Bowman he went, and the experience showed through. Blose was never headed after that!

The second 125cc Expert moto saw a scrappy young Billy Dalton push his Honda out in front and looking good, but short lived, as experience was king again. Chappy Blose slipped by and ran to the flag for the day's overall and the series point lead!

The 250cc Experts, 21 of them, sat poised on the gate, some of the very finest anywhere. The gate dropped and an old Pro came out of turn one in front. On the blood red Honda was Bobby Blose, and was he pumped! On his rear fender sat big trouble in the form of Timbo Richardson, but Timbo seemed to be biding his time, as the battle for third between Bryan Hayes and Bobby White heated up. White was really cooking and wanted to get by Hayes in a hurry, so the two front running Hondas didn't build up too large a lead. But passing "Bryan the Brute" is no easy chore, and on the next lap, neither Hayes or White crested the hill. Instead, Bobby Belluzzi's Honda was in third, and the "tour guide," Chappy Blose, was in fifth. Within the next two laps it was Richardson, Bobby Blose and Chappy Blose. Now the stage was set!

Richardson, who had used lapped riders to his advantage, was now enjoying a comfortable lead. But as quickly as it was, it was not. Somewhere on the course a lapped rider had been misjudged, and the new alignment was Chappy Blose, Timbo Richardson and Bobby Blose for moto one.

Once more the vicious 250cc Experts cleared the gate. The dust settled in turn two and Hayes was out in front and running. In second was local Honda rider Steve Patterson, who had spent moto one taking soil samples.

Blose was charting the territory past turn one and arch rival Richardson had jammed the gate. Richardson, on the Tri City Honda, made his way to fourth. But out of nowhere, White had come to second, and he wanted Bryan Hayes! He closed an enormous gap by the checkered flag, but was not quite close enough to challenge Bryan. On the second to last lap, Richardson had gotten by a stubborn Steve Patterson for third place, and first overall — subsequently taking over the series point lead in the talent laden 250cc Expert class.

Results

125 EX: 1. Chappy Blose (Hon); 2. P. Bowman (Kaw); 3. Bill Dalton (Hon).
250 EX: 1. Timbo Richardson (Hon); 2. Chappy Blose (Hon); 3. Bobby White (Yam).
OPEN EX: 1. Bob Tomaw (Hon); 2. Glenn Dawson (Hon); 3. James George (Suz).
OLD TIMER: 1. R. Myers (Hon); 2. R. Tabor (Yam); 3. M. McIntyre (Hon).
125 AM: 1. S. Booner (Kaw); 2. Scott Keys (Kaw); 3. D. McElwain (Hon).
250 AM: 1. Larry Witt (Suz); 2. M. Hoffman (Suz); 3. B. Cassaro (Yam).
OPEN AM: 1. L. Leonard (Yam); 2. Bill Lynch (Hon); 3. F. Vaughn (Hon).
125 NOV: 1. P. Kellogg (Hon); 2. D. Townsend (Yam); 3. L. Hamen (Yam).
250 NOV: 1. Chuck Haines (Hon); 2. J. Morrow (Yam); 3. J. Varner (Mai).
OPEN NOV: 1. Greg Smith (Yam); 2. Bob Dean (Hon); 3. Al Phillips (Mai).
OPEN BEG: 1. J. Armeida (Yam); 2. E. Rossman (SWM); 3. R. Pogue (Suz).
250 BEG: 1. A. Veseley (Kaw); 2. J. Kristianson (Yam); 3. D. Perling (Kaw).
MINI AM A: 1. Brian Bruner (Kaw); 2. J. Moran (Yam); 3. D. Parker (Yam).
MINI AM B: 1. Shawn Hilton (Yam); 2. Billy Carlson (Yam); 3. Tracey Reeves (Kaw).
MINI NOV A: 1. N. Petrasick (Kaw); 2. S. Marek (Suz); 3. B. Wineland (Suz).
MINI NOV B: 1. S. Arclema (Hon); 2. B. Wineland (Suz); 3. G. Ingram (Hon).
JR CYCLE AM: 1. Jimmy Button (Yam); 2. Damon Watkins (Yam).
Y-ZINGER: 1. C. Cook (Yam); 2. B. Cook (Yam); 3. K. Kinman (Yam).
MINI BEG: 1. Kevin Cook (Yam); 2. B. Hart (Kaw); 3. S. Carey (Hon).

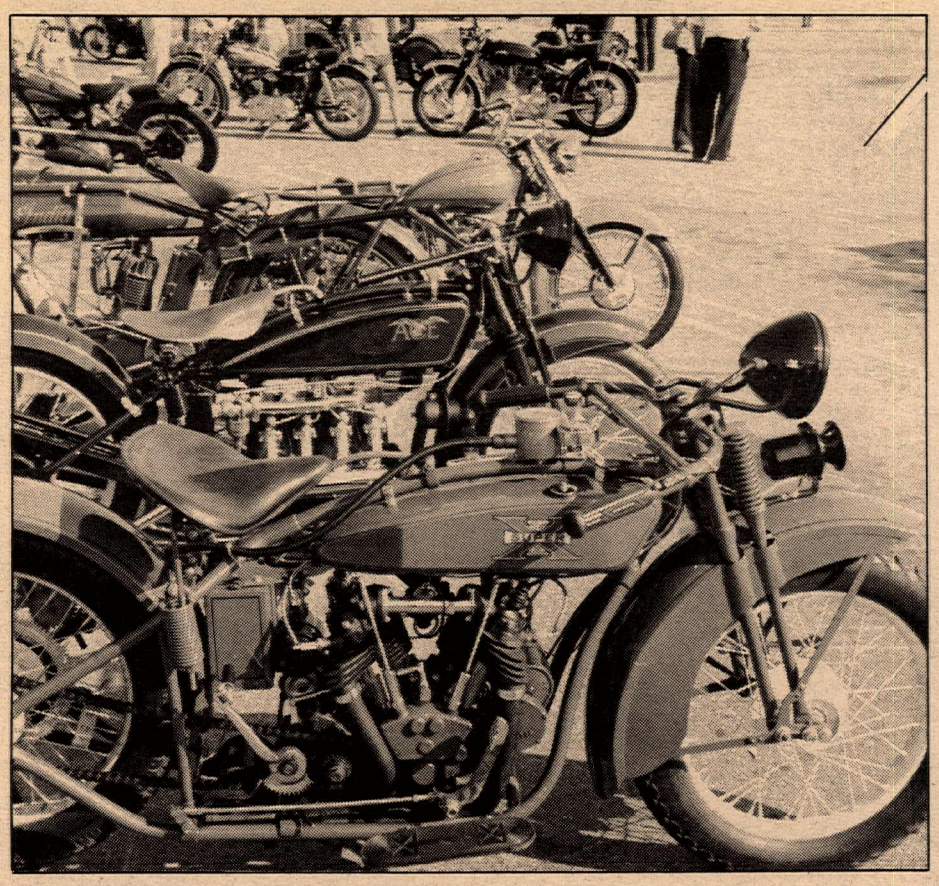
Oldie goldies gather at La Mirada

By Paul Garson

LA MIRADA, CA, OCT. 2-3

Due to popular demand, the Southern California Chapter of the Antique Motorcycle Club of America expanded their annual show and swap meet to a two day affair. Even then it overflowed

Western hotline



Vintage classics at the La Mirada show.

the La Mirada Mall parking lot with an acre of rare, exotic, classic and vintage motorcycles, collector paraphenalia and glorified junk.

From droves of resplendently restored Indians and Harleys to batches of BSAs, matching sets of Velocettes and Vincents, mini-hordes of Hendersons to a single Cyclone board-track racer, the competition was even more intense than past years.

Ultramarine Aces, lavendar Crockers, turquoise Triumphs...the colors were dazzling as was the quality of the restoration work. Over 175 bikes entered the judging arena with hundreds more ridden in by spectator enthusiasts.

Saturday featured the show, field events and swap meet. Among the many trophies awarded, Best Unrestored Antique went to William Stower's grey 1916 Pope. Best Restored Competition was awarded to Bob McLeod's canary yellow 1915 Cyclone racer. Best Restored Antique went to a 1929 Henderson owned by Tim Smith. The overall winner of the field event competition was Bob Tyron aboard his 1945 Indian.

Swap meet goodies included everything from a complete Ner-a-Car to unrecognizable lumps of rusted metal, all glittering gold to antique and vintage motorcycle enthusiasts. On Sunday morning, 25 pre-1961 bikes took part in a 60-mile run which included a breakfast ride to the Chino airport.

One of the most popular and ever-expanding events of the year, the La Mirada show is fast becoming the place to be for fans of the glorious oldie goldies. If interested in more info, call Pat Ross at 213/324-6264.

Trachy, Kalos double win at Trans-Cal Sportsmen day

By Tom Corley

ORANGE, CA, SEPT. 25

The weather was right for the hundreds of amateurs who traveled to Saddleback Park for the opening event of the Miller High Life/Continental Motosports Corporation Trans-Cal Series. The rains held back just long enough to allow the amateurs to enjoy racing on Saturday, but during the night and all day Sunday it poured to make it difficult for the Pros.

For this series, the Mini riders can participate in either the Stock or Modified 80cc classes. There were several double winners who ran away with their races. Gary Trachy races at this park regularly, and he took the 80cc Stock Junior 9-11 class by defeating R&D Racing Products' Ronnie Densford. Trachy also took the 80cc Modified Junior 9-11 race with Mike Pascarella coming closest and Densford placing third. The most successful Kawasaki rider of the day was Sean Delvenne who took the 80cc Stock Junior 12-16 win ahead of Chris Sparks, who just moved back to So Cal. Delvenne lost the first moto to Sparks in the Stock race, but in the 80cc Modifed Junior 12-16 race, he swept both motos for the win.

Coming all the way from Litchfield Park, AZ was Shaun Kalos of R&D Suzuki. Kalos made his debut on the 1983 Suzuki 80 that features a water-cooled engine. The new bike helped keep him ahead of the 80cc Modified Intermediate 9-11 class over Mike Pascarella. Kalos defeated Pascarella once more in the 80cc Stock Intermediate 9-11 class. There were two more wins taken by Suzuki riders as Lance Smith won the 80cc Stock Intermediate 12-16 race while Shane Trittler took the 80cc Modified Intermediate 12-16 win.

Jeff Clifton couldn't complain at the end of the day after he took the 125cc Junior division one title. However, he had a heck of a time during the first moto action when one of the lenses came out of his prescription glasses and he had to use one eye! Because he knows this track so well, he managed to take a third behind Karl Schlegel and Jimmy Matiasevich.

In the final moto, Clifton had the lead till he was passed by Buzz Ioppolo. Clifton maintained second position and realized that he already had the overall win clinched. Matiasevich placed third behind Clifton in this final moto and on the overall results as well. Schlegel took an average fifth place score in the final moto, which set him back to third overall — ahead of Ioppolo and his inconsistent 6-1 tally.

R&D Suzuki racer Rudy Dickinson ran away with the 125cc Intermediate division one race, defeating Chris Taylor, Sean Corcoran and Jerry Anker. This event was dominated by those who race here consistently. The 125cc Intermediate division two race was won by Steve Stewart on his PMS Kawasaki but he does not race at Saddleback every week. Fresno resident Greg Anderson took a pair of fourths to give him the second place trophy.

A knock-down battle was seen in the 250cc Junior division one race, which might have been the best of the day. In the opening moto, Ernest Gonzalez had the win over Kirt Goldie and Don Cline. Gonzalez and Goldie tangled several times, and, even though they fell, they were still leading the pack.

In the final moto Goldie led, but fell on an uphill, and Gonzalez took over. Then Goldie regained first place over Gonzalez and Duane Quale. A 2-1 tally earned Goldie first overall ahead of Gonzalez, Quale and Cline.

Results

80 JR STK 9-11: 1. Gary Trachy (Suz); 2. Ronnie Densford (Hon); 3. Kevin Heisser (Yam).
80 JR MOD 9-11: 1. Gary Trachy (Suz); 2. Mike Pascarella (Yam); 3. Ronnie Densford (Hon).
80 JR STK 12-16: 1. Sean Delvenne (Kaw); 2. Chris Sparks (Hon); 3. Kenny Collier (Suz).
80 JR MOD 12-16: 1. Sean Delvenne (Kaw); 2. Scott Sutton (Suz); 3. Steve Flanders (Yam).
80 STK INT 9-11: 1. Shaun Kalos (Suz); 2. Mike Pascarella (Kaw).
80 STK INT 12-16: 1. Lance Smith (Suz); 2. Greg Trachy (Kaw); 3. Gary Riekki (Yam).
80 MOD INT 9-11: 1. Shaun Kalos (Suz); 2. Mike Pascarella (Kaw); 3. Nicky Pounds (Suz).
80 MOD INT 12-16: 1. Shane Trittler (Suz); 2. Steve Gamble (Yam); 3. Shaun Wooten (Kaw).
125 JR DIV 1: 1. Kenny Clifton (Suz); 2. Jim Matiasevich (Suz); 3. Karl Schlegel (Suz).
125 JR DIV 2: 1. Dean Welsh (Hon); 2. Joseph Couch (Suz); 3. Greg Groom (Suz).
125 INT DIV 1: 1. Rudy Dickinson (Suz); 2. Chris Taylor (Kaw); 3. Sean Corcoran (Suz).
125 INT DIV 2: 1. Steve Stewart (Kaw); 2. Greg Anderson (Kaw); 3. Jeff Clark (Suz).
250 JR: 1. Kirt Goldie (Hon); 2. Ernest Gonzalez (Suz); 3. Duane Quale (Yam).
250 INT DIV 1: 1. Todd Simmons (Suz); 2. Richard Boiteau (Hon); 3. Mitch Davis (Suz).
250 INT DIV 2: 1. Bill Scott (Yam); 2. David Soma (Hon); 3. Randy Owen (Suz).
500 JR: 1. Scott Wiseman (Yam); 2. Keith Adams (KTM); 3. David Tanis (Yam).
500 INT: 1. Alan Olsen (Mai); 2. Shawn Lane (Mai); 3. Don Glover (Yam).

Cristy clobbers Ascot 500cc Novices

By Tom Corley

GARDENA, CA, SEPT. 22

Skip Cristy took his thundering Yamahas, a four-stroke 500 and 250 YZ to both the 250cc and 500cc Junior class wins in Continental Motosports Club's motocross at Ascot. Even though the extra weight makes the four-stroke hard to hang on to, their wide powerband makes them competitive. There was yet another four-stroker on the loose as Mike Modrak's Honda powered to a third place in the 500cc Juniors.

Husky rider Bing Rayshaw shot out ahead in the first moto of the 500cc Junior class. It wasn't long before the four-stroke riders advanced to take the lead positions. Cristy pulled past Rayshaw while traveling over one of the crash wall jumps. Soon, Modrak did the same, which made it a four-stroke rally. Cristy held onto the lead straight to the finish, while Modrak was trying diligently to catch the leader. He hit a rut before the finish, and that was enough to throw him off his bike. Modrak still placed second after that fall. Maico rider Jeff Long edged out Chris Drake for third.

Rayshaw started off well in the first moto, but in the final event he took off after the pack was underway. His Husky was in need of an axle nut and he couldn't let the front wheel come up. Cristy wrapped up the contest when he led the final moto for the win. Jeff Long improved his score when he took second behind Cristy and ahead of Modrak. Overall it was Cristy, Long, Modrak and Drake.

Cristy continued his winning ways in the 250cc Junior class, but in this race he did not win both motos. Famous free-style rollerskater Duke Rennie took his Honda to the lead in the first moto with Cristy and Joe Finzel following.

The final moto was exciting as Ron Fagan got involved in the battle after a last place score in the opening moto. Cristy had a rather easy lead with Finzel in second and Fagan in third. The positions changed with one lap to go as Fagan made the pass to take over second ahead of Finzel. Overall it was Cristy, Finzel and Rennie.

Results

60 JR: 1. Brian Payne (Yam).
80 JR: 1. Mike Victorian (Hon); 2. Morris Graves (Suz); 3. Jeff Moore (Yam).
80 INT: 1. Rob Sassen (Hon); 2. Danny Barnett (Kaw); 3. Jerry Lemmons (Kaw).
80 EX: 1. Arthur Huffer (Kaw).
125 JR DIV 1: 1. Dennis Chafe (Yam); 2. Tom Hight (Hon); 3. Ken Owens (Suz).
125 JR DIV 2: 1. Chris Micklos (Kaw); 2. Perry Frohlich (Yam); 3. Bob Wolleson (Suz).
125 INT: 1. Kenny Donelson (Kaw); 2. Danny Tinsman (Suz); 3. Randy Okada (Yam).
125 PRO: 1. Ron Turner (Hon); 2. Todd Peterson (Yam); 3. Tim Lunde (Hon).
250 JR: 1. Skip Cristy (Yam); 2. Joe Finzel (Hon); 3. Duke Rennie (Hon).
250 INT: 1. Denny Vorndran (Hon); 2. Scott Bell (Yam); 3. Brett Bell (Yam).
250 PRO: 1. Ron Turner (Hon); 2. Todd Peterson (Yam); 3. Tim Shelton (Yam).
500 JR: 1. Skip Cristy (Yam); 2. Jeff Long (Mai); 3. Mike Modrak (Hon).
500 PRO: 1. Craig Hofmeister (Hon); 2. Jeff Conlin (Hus); 3. Robert Rogers (Yam).
VET JR: 1. Michael Lee (Yam); 2. April Salisbury (Suz); 3. John Cameron (Mai).
VET INT: 1. Jim Chapman (Hon); 3. Dickie McMillen (Hus).
OLD TIMER JR: 1. Mike Salisbury (Hon).
OLD TIMER INT: 1. Ron Way (Hus).
OT MASTER: 1. Ed Ott (Yam).

Senn takes SRA Riverside GP

By Jeannette Fisher

RIVERSIDE, CA, SEPT. 19

Southland Racing Association's Riverside Grand Prix started off with the 0-80cc class.

Bellflower Yamaha's Keith Senn took the holeshot, but before the end of the first lap, Shanon Shamblin passed Senn. As they moved closer to the end of the race, Senn was literally breathing down Shamblin's neck. On the last lap, Senn slipped by Shamblin for the win, leaving Shamblin in second. First Novice was Donny McGlaughlin and first Beginner was Kevin Brown.

The end of the first lap of the 200cc race showed Kurt Pfeiffer in the lead with Quinton Smith close behind. By the middle of the race, Pfeiffer had somewhat established his lead. Mark Heth moved into second, and third was occupied by Oren Beck. At the finish it was Pfeiffer of Premier Yamaha with the win and Heth in second and Beck in third. John Esposito took the lead of the Amateur line and held it to the end to claim first Amateur.

The Open race must have been the most exciting race of the day due to the sudden change of leaders during

the race. Kent Pfeiffer moved into the early lead of the race and Lee Scheffers ran a close second. Craig Adams held third and Randy Norman followed in fourth. Midway through the race, Pfeiffer and Adams dropped out and Scheffers dropped way back.

With the leaders out, this left the race open for new leaders. Randy Norman quickly filled the overall position, and Jeff Conlin slid into second. At the finish it was Norman, Conlin and Andre' Butcher.

William Saltzman (Open Vet) lead the pack of the Senior and Veteran class, Bill Manley (Senior) maneuvered his 250 into second. The two leaders never budged throughout the race, and at the finish it was Saltzman, Manley and Charlie Conway, who moved way up in the pack to claim third and first Open Senior. First 200cc bike and fourth overall was (Senior) Russ Robinson.

The holeshot of the 250cc race put Brian Statham in the lead. Bryan Manley moved in on Statham and overtook him for the lead. Randy Hayes stayed in there for third place spot throughout the race. At the checkered it was Manley in the lead and Statham in second with Hayes in a close third. Doug Young and Joe Zoller finished first and second Amateurs.

Tabisola, Uyeda take 125s in Hawaii MX

By Ace Reporter

OAHU, HAWAII, SEPT. 19

It was a points race at Waialee State Motorcycle Park, and for the motocrossers, that brings 'em out of the woodwork. Hawaii Motorsports Association (HMA) sanctions the race, and also grades the track. Grades the track, that is, when the grader is working which it's not. That means the track has been developing its current pristine condition since the beginning of summer. To sum up rider's opnions, "this track is the pits." If there was somewhere else to race, this track wouldn't see knobbies, but there ain't.

Jace Furuike, the champ of the 125cc Novice class, crashed and crashed again trying to catch up. Joseph Tabisola won the first moto and finished behind Jace in the second to take the overall. Jace took second overall ahead of Alan Lee and Herbert Milliora, with the last of the powder puffers tuffing it out against the boys — Kim Lyman took fifth overall.

The Expert class was a demolition derby — the Vasconcellos brothers, Galen and Alan, holeshot the 125 and 250cc Expert classes each time and were impossible to pass in the early stages of the race. In the 125 class, Galen led for two laps until Jon Bratten passed him. Galen retook the lead while Bratten was practicing a tankslapper. Then Bratten moved into first for a lap and a half and spun out, letting four riders by. Galen was out front again, while Bert Uyeda played the waiting game. Uyeda knew the track was rough, and the motocross veteran was intent on regaining his number one 125cc plate. Galen finally beat himself half to death trying to ditch Uyeda, then Bert eased into the lead after the halfway point and cruised home the winner. Galen meanwhile, had Lance Furuike and Neisha Kahoopii pressuring him as they finished the moto 2-3-4.

Second 125cc moto saw another Galen Vasconcellos holeshot, with Bratten and Uyeda trying to pass. Bratten tried to muscle past Vasconcellos and crashed himself to fourth. Three laps later, Uyeda was still second, waiting for fatigue to slow Galen. Uyeda kept the pressure on, but Galen wasn't shy about getting physical to keep the lead. Bratten worked his way up to pressure Uyeda, Vasconcellos faded, and Uyeda and Bratten were off to the races. Bratten crashed trying to keep up with Bert. Neisha Kahoopii worked his way around Galen, and at the checkered it was Uyeda, Kahoopii, Vasconcellos and Bratten. Overall it was Uyeda, Vasconcellos, Kahoopii and Bratten.

Results

NOV MINI 80: 1. Blayne Soma (Yam); 2. Steve Panitch (Hon); 3. Nathan Lee (Hon).
NOV 125: 1. Joseph Tabisola (Yam); 2. Jace Furuike (Suz); 3. Alan Lee (Yam).
NOV 250: 1. Wallace Lee (Yam); 2. Matt Kresser (Suz); 3. Leonard Ontai (Kaw).
NOV OPEN: 1. George Garcia (Mai); 2. Arthur Isaacs (Suz).
AM 125: 1. Dirk Patao (Kaw); 2. Brian Agni (Yam); 3. George Lohrey (Yam).
AM 250: 1. Robert Valentine (Hon); 2. Larry DelaFuente (Hon).
AM OPEN: 1. Jim Seals (Mai).
EX 125: 1. Bert Uyeda (Yam); 2. Galen Vasconcellos (Yam); 3. Neisha Kahoopii (Yam).
EX 250: 1. Dane Patao (Suz); 2. Gordon Valentine (Hon); 3. Mark Sato (Yam).
EX OPEN: 1. Curtisa Akiona (Hus); 2. Marshall Seals (Mai); 3. Steve Smithe (Mai).

"Green Monster" Denis dominates Barona

By Rod Eschenburg

SAN DIEGO, CA, SEPT. 19

Kawasaki Mini star Paul Denis went six for six Sunday at Barona Oaks' California Mini Motorcycle Club motocross. He swept the Stock and Modified Expert and the Special Open 105cc Mini classes in a dazzling display of complete-control riding. Only Yamaha privateer Bader "Bullet" Manneh was able to mount any real competition for Denis — actually leading Paul for several laps in a couple of motos — only to be flat "ridden down" every time. In the Modified Experts, the spectators and riders witnessed the Barona debut of the 1983 water pumper Kawasaki Mini with Denis running out of sight of the second place rider, John Conney, by the end of the first lap in both motos.

The Mini Intermediates were somewhat down Sunday, but the Novices more than made up for it as Dax Billings scored a career first in the Stocks off a tie-breaker 4-2 effort over a 2-4 Joey Mendoza. Third was also a tie-breaker with Steve Furuya parlaying a 7-1 finish for third over a 3-5 Edd Siler. With not enough 9-11 riders on hand, Furuya had to run with the 12-16s, and in the Modified Novices, Furuya once again tie-broke with Edd Siler, only that time it was for the overall!

It was just as wild in the Stocks as Furuya had a 2-3 go over Siler's 1-4. Joey Mendoza was right there for third at 4-2! No, it wasn't sloppy riding, just very tight competition all the way.

It seemed that every Intermediate 125cc rider in the area showed up, and when it was over, Kawasaki-mounted Steve Stewart had the Stock class, and Terry Fowler took the Modifieds in a great come from behind second moto. It was another wild one as Stewart took second off a 1-6 finish, and Danny Cantley was third with 6-4. Dan Southworth took the Novice Stocks, and Paul Masek took the Modifieds.

Rudy Dickinson on his way to the 125cc Intermediate Trans-Cal win

Results

MINICYCLE CLASSES
STK EX: 1. Paul Denis (Kaw); 2. Bader Manneh (Yam); 3. Cory Falter (Hon).
MOD EX: 1. Paul Denis (Kaw); 2. John Conney (Suz); 3. Michael Craig (Yam).
105 OPEN: 1. Paul Denis (Kaw); 2. Frankie Brundage (Kaw); 3. Cory Falter (Hon).
STK INT: 1. Terry McClure (Yam); 2. Mike Allen (Suz); 3. Craig Canoy (Suz).
MOD INT: 1. Craig Canoy (Suz); 2. Mike Allen (Suz); 3. Eric Dickerhoff (Kaw).
STK NOV: 1. Dax Billings (Yam); 2. Joey Mendoza (Kaw); 3. Steve Furuya (Yam).
MOD NOV: 1. Steve Furuya (Yam); 2. Edd Siler (Yam); 3. Joey Mendoza (Kaw).
BEG: 1. Tim Calceran (Kaw); 2. Tom Allen (Yam); 3. Bob Christiana (Hon).
125 MOTORCYCLE CLASSES
STK EX: 1. David Hopwood (Hon); 2. Billy Evans (Hon); 3. Jim Pearson (Suz).
MOD EX: 1. Ken Dunlap (Hon); 2. David Hopwood (Hon); 3. Billy Evans (Hon).
STK INT: 1. Steve Stewart (Kaw); 2. Chris Swift (Yam); 3. Keegan McGrath (Suz).
MOD INT: 1. Terry Fowler (Yam); 2. Steve Stewart (Kaw); 3. Danny Cantley (Kaw).
125 OPEN: 1. Ken Dunlap (Hon); 2. Kevin Kotas (Suz); 3. Mitch Palmer (Hon).
STK NOV: 1. Dan Southworth (Kaw); 2. Anthony DeBenedetti (Yam); 3. Paul Masek (Yam).
MOD NOV: 1. Paul Masek (Yam); 2. Anthony DeBenedetti (Yam); 3. Tiberio Esparza (Yam).
125 BEG: 1. Danny Crouch (Kaw); 2. Charly Burton (Suz); 3. David Orozco (Suz).
JUNIOR CYCLE CLASSES
STK (9-11): 1. Tommy Clowers (Yam); 2. Bobby Moon (Yam); 3. Kory Byers (Yam).
MOD (9-11): 1. Tommy Clowers (Yam); 2. Kory Byers (Yam).
STK (0-8): 1. Sean Thornton (Yam); 2. Jimmie Johnson (Yam); 3. Dennis Dahlin (Yam).
MOD (0-8): 1. Sean Thornton (Yam); 2. Justin Rich (Yam); 3. Dennis Dahlin (Yam).
STK PEE WEE: 1. Jimmie Johnson (Yam); 2. Eric Hawes (Yam); 3. David Ochoa.
MOD PEE WEE: 1. Sean Thornton (Yam); 2. Dennis Dahlin (Yam); 3. Justin Urata (Suz).

Hagi, McGuire duel at Hawaii TT

By Ace Reporter

OAHU, HI, SEPT. 17

Jace Furuike blitzed the 125cc Support class once again at Tommy Uejo's Action Promotions racetrack. Furuike only had trouble in his second heat when he got off the line in mid-pack. He used only three laps to regain the lead. Furuike passed most of the riders twice as he gassed it past corners and through berms, passing three riders only to let two by as he went wide. Furuike settled down to a mildly blistering pace after taking the lead and was working on lapping the field when the checkered fell. Loren Heida and Gavin Yamasaki shared runner-up honors. Heida took the third moto for second overall. Joseph Tabisola had trouble hooking up and had to settle for fourth behind Yamasaki.

In the Expert division, the Hagi-Alexander/Mike McGuire show shredded the 125 and 250cc classes. Alexander is sponsored by Yamaha of Hawaii, and McGuire is supported by Honda of Hawaii. So the classic confrontation continues. McGuire won the 125cc class on a tiebreaker with his 2-3 finishes tieing Alexander's first and fourth. Alexander held off McGuire's finish-line banzai pass/crash in the first moto with Bert Uyeda keeping the pressure on in third. The second moto was a madhouse — Uyeda went down taking McGuire and Alexander into a three-bike pileup. Jon Bratten and Todd Tavares inherited the top two positions. McGuire was first to get untangled followed by Alexander and Uyeda in fourth and fifth.

The 250cc Expert class was easy pickings for Alexander this time. McGuire got out of control a few times trying to keep up, so he backed off to a safer pace, giving Alexander a clean 1-1 overall. McGuire finished with a pair of seconds, content to hold off a freight train of Bratten, Robin Chong and Mark Sato. They finished overall in that order, everyone with a pair of moto placings. •

Results

MINI CLASS: 1. Blayne Soma (Yam); 2. Keith Daniels (Yam); 3. Shannon Souza (Yam).
SUPPORT 125: 1. Jace Furuike (Suz); 2. Loren Heida (Yam); 3. Gavin Yamasaki (Yam).
SUPPORT 250: 1. Vincent Chong (Yam); 2. Brian Kam (Hon); 3. Wallace Lee (Yam).
SUPPORT OPEN: 1. Sonny Salavea (Hon); 2. George Garcia (Mai); 3. Nyle Fung (Hus).
EX 125: 1. Mike McGuire (Hon); 2. Hagi Alexander (Yam); 3. Jon Bratten (Hon).
EX 250: 1. Hagi Alexander (Yam); 2. Mike McGuire (Hon); 3. Jon Bratten (Hon).
EX OPEN: 1. Jon Bratten (Hon); 2. Terry Wood (Hus); 3. Bob Kutz (Hon).

NORTHERN DATELINE

Yakima riders tackle the doubles.

Manning, Klaudt smoke S.I.R MX

By Suanne Light

KENT, WA, SEPT. 28

Seattle Honda's Cory Klaudt continued his domination of the Seattle area racing at Seattle International Raceway's Northwest Challenge Series. Totem Honda/Hi-Point rider Robb Manning took the Open Pro win with a 1-1 to stash the cash.

S.I.R. once again packed 'em in, the largest class in the day's schedule was a 30 rider 125cc B race. At the drop of the gate it was Kevin Wester putting his YZ into the lead over the Honda of Kevin Whyte and Ken Plasch (Yam). Wester led it all the way to take the moto over Whyte.

Wester came back in the second round to finish a dismal fourth behind Brad Chester (Suz), Ed Holloway (Dynotech Hon) and Shawn Galbraith (Hon). Wester still managed to pull off the overall with a 1-4, Holloway's 5-2 second.

125cc Pro action had Manning lead on his Honda support machine with Klaudt, Lance Richotte (Enumclaw Suz) and Jayme Nickle (Yam) in hot pursuit of the speedster, who began to show everyone his best side. Manning madly motored mercifully all the way to the end with Klaudt second and Nickle over-taking Richotte for third.

Moto two saw Klaudt cop scratch honors over Manning and Richotte. Nearly half the field DNF, leaving only Klaudt, Manning, Richotte, White and Chad Paine (Federal Way Suz) circulating the rock laced course. The order was the same at the finish. The overall went Klaudt's way with his 2-1 better than Mannings 1-2.

Klaudt also did the same in the 250cc Pro class, starting with his destruction of the staging area over Logan Edrington (Tacoma Kaw), Nickle (Yam) and Chad Torbergson (Burien Suz). Klaudt once again took a moto win with Edrington second and Nickle third.

In moto two Klaudt was on the war path, walking away from a 10 rider field. The pack had shrunk considerably — courtesy of S.I.R.'s grueling sandy, rocky, pounding, bike-killer course. Jon Jacobson (Paulson's Suz) rode in second all to himself and would be Klaudt's closest competition. Third went to Edrington with Nickle fourth and Tom Moen (Seattle Yam/Hon) fifth.

Manning topped both Open Pro motos with relative ease, coming off the line to shower a small field with a healthy roost. Mike Mohrbacher (Hus) rode the knobs off his machine trying to stay with Manning, but to no avail. Chris Moritz (Yam) was third both motos.

Results

OPEN PRO: 1. Robb Manning (Hon); 2. Mike Mohrbacher (Hus); 3. Chris Moritz (Yam).
250 PRO: 1. Cory Klaudt (Hon); 2. Robb Manning (Hon); 3. Jayme Nickle (Yam).
125 PRO: 1. Cory Klaudt (Hon); 2. Robb Manning (Hon); 3. Lance Richotte (Suz).
125 B: 1. Kevin Wester (Yam); 2. Ed Holloway (Hon); 3. Brad Chester (Suz).
100 B: 1. Greg Hopp (Yam); 2. Mike Gustine (Suz); 3. Billy Knight (Yam).
100 EX: 1. Brad Miller (Yam); 2. Tom Sowards (Yam); 3. Wade Janssen (Yam).
125 EX: 1. Bryan Birkestol (Suz); 2. Jim McMann (Suz); 3. Dave Bailey (Suz).
OT B: 1. Gary Waldner (Suz); 2. Ralph Ormsbee (Kaw); 3. Roger Stanley (Yam).
OTH B: 1. Doug Snider (Yam); 2. Norman Bergsma (Hon); 3. Bill Hansen (KTM).
OTH EX: 1. Rich Kelley (Mai); 2. Jeff Chisusa (Hon); 3. Scott Smith (Yam).
OT EX: 1. Roger Stanley (Yam).
100 C: 1. Justin Pettis (Yam); 2. John Whitmore (Yam); 3. Steven Faull (Yam).
250 C: 1. Russ Kimble (Yam); 2. Jim Cameron (Hon); 3. Paul Zalud (Hon).

Ostriem, Pomeroy take new Yakima MX

By Brian Barnes

YAKIMA, WA, SEPT. 26

Central and eastern Washington motocross riders have received a big boost as far as area tracks go with the opening of Eastern Washington Motocross Association's Yakima ORV Park. The track, located 14 miles east of Yakima, was formerly Suntargets Raceway, and featured an ultra modern facility with concessions, sign up and results all located indoors in a hugh A-frame that overlooked the track.

The 125cc Pro class had a guaranteed $750 Pro purse up for grabs as the first moto left the line. Yamaha support/LOP mounted Eric Hall and and Honda support rider Gary Dawson jumped into the early lead. Wapato, Washington's own Dennis Ostriem (Yam support/Sunnyside Yam/Hon), Craig Stanaway (Yam) and Toland Kawasaki support rider Bret Benson were close behind.

By lap four, Hall had pulled a comfortable lead on Ostriem and Airway Heights Yamaha ace Gary Kuest. He stayed in control until a costly mistake on the eighth lap gave Ostriem the lead. Hall remounted ahead of Kuest, who was charging hard in third.

Ostriem kept a small lead for the last four laps, taking the win ahead of Hall, Kuest, Highland Honda's David Froembling and Dawson aboard his Honda.

The second moto was the last moto of the day and it was already getting dark as they left the line. Benson, Hall and Kuest grabbed the first three positions with Ostriem close behind and by lap four, it was a Yamaha support battle up front again. Ostriem got by and streaked to a lead that was not touched for the remainder of the race. Hall managed to get by Kuest after a great race most of the way and took another second. Kuest was a close third, Froembling placed fourth once again and Yamaha mounted Brian Ellingson took fifth.

The 250cc action was a three way battle most of the first moto. Ron Pomeroy (Suz), Andy Tudor and Tornado Tom Poage (Highland Honda) ran one, two, three to finish with Tudor nearly catching Pomeroy on the last lap. Gary Kuest followed Poage in fourth and Kawasaki rider Edwin Wickward was a strong fifth.

The second 250cc moto found the top three finishers in moto one involved in a turn one pile-up. Jeff Haase (Hon O'Neal) led the start, holding the top spot for two laps. Maico-Husky NW mounted Scott Tyler then guided his Alpha into the top spot, holding off the rest of the pack for the entire moto for a fine win. Wickward put a great last lap pass on Kuest to take second; Haase was fourth. Pomeroy, Poage and Tudor remounted after the crash and took fifth, sixth and seventh.

Results

60: 1. Grant Bergstrom (Yam); 2. Butch Smith (Yam); 3. David Wilzs (Yam).
80 JR: 1. Tony Courson (Yam); 2. Chris Roeder (Yam); 3. Heath Smith (Kaw).
80 INT: 1. Doug Keltner (Kaw); 2. Randy Grimes (Kaw); 3. Grant Bergstrom (Yam).
80 EX: 1. Mike Crowell (Yam); 2. Brian Thompson (Yam); 3. Jamie Munson (Yam).
100 JR: 1. Shawn Wilson (Yam); 2. Shawn Wood (Yam); 3. Ryan Boyd (Yam).
100 INT: 1. Mike Crowell (Yam).
125 JR: 1. Todd Bruggman (Yam); 2. Matt Witherspoon (Yam); 3. Brad Sharp (Suz).
125 INT: 1. Dennis Dolquist (Yam); 2. Sandy Jaquish (Yam); 3. Scott Grimm (Yam).
125 PRO: 1. Dennis Ostriem (Yam); 2. Eric Hall (Yam); 3. Gary Kuest (Yam).
250 JR: 1. Dave Sharp (Yam); 2. Wendall Wickward (Kaw); 3. Jeff Price (Yam).
250 INT: 1. Gary Larson (Kaw); 2. Ron Beck (Yam); 3. Tom Hikker (Yam).
250 PRO: 1. Ron Pomeroy (Suz); 2. Scott Tyler (Mai); 3. Edwin Wickward (Kaw).
OPEN JR: 1. Lyle Perkins (Yam); 2. Mike Ferguson (Suz); 3. Dannie Kemp (Mai).
OPEN INT: 1. Art Thompson (Hon); 2. Dana Rogers (Yam); 3. Rick McUne (Hus).
OPEN PRO: 1. Eric Eaton (Hus); 2. Andy Tudor (Mai).
OTH NOV: 1. Fred Parton (Yam); 2. Ron Hines (Mai); 3. Mark Pepple (Yam).
OTH INT: 1. Dan Erdman (Mai); 2. Ron Kemp (Mai); 3. James Samuals (C-A).
OTH EX: 1. Doug Osborne (Hon); 2. Rick McUne (Hus).

Bozarth, three firsts at Juniper Classic

By Kathi Davis

BEND, OR, SEPT. 26

Young Rick Bozarth borrowed Carl Cranke's KTM 495 and took his first overall and Open Expert win at the Juniper Classic Desert Race in Bend, OR. Bozarth grabbed the lead right after the start and never looked back as his average speed over the 33-mile course was a little faster than the national speed limit for highways.

The whoop-de-doos did not seem to slow Bill Dowers as he got a poor start, but moved up from near last place on the first lap to second overall at the start of lap two. However, he did not have the top speed to catch Bozarth and had to settle for second.

Idaho's number-one rider Ron Dillon started out well, but had a small case of "blatter failure" on the rough course. After he stopped and fixed that, his carburetor fell apart. He ended up fourth Open Expert.

It was a weekend for borrowed KTMs as Tom Lillis also borrowed a 495 and came from behind to finish third overall and third Open Expert. He is expected to be a proud owner of a new KTM real soon.

J.D. Amen moved up from the Amateur ranks and on his first ride won the 250cc Expert class with a fourth overall. He said after the race, "I never had a chance to relax the whole race." He was last seen relaxing with a Budweiser.

Edd Price used his Baja experience on the fast course and really had his Krause Racing/G&G Cycle-sponsored 125cc Suzuki screaming as he finished fifth overall, first 200cc Expert. Price rode 50 miles on a flat rear tire and was as high as second overall after a mid-pack start, but said he did not have the top speed to hold off the bigger bikes.

Buzz Farrell won the Over-the-Hill-Gang Expert class and finished ninth overall. The other riders aren't sure if he is "over the hill." Second OTHG-rider Jerry Dinley kept it close though, and finished 15th overall.

Old Timer Dave Galloway showed everyone that there is life after 40 on a dirt bike. He won the Old Timer Expert class with a 19th overall. Steve Doubet was closer than Galloway thought and almost caught him, finishing 24th overall.

Unofficial Results

OVERALL: 1. Rick Bozarth (KTM); 2. Bill Dowers (Hus); 3. Tom Lillis (KTM); 4. J.D. Amen (Hus); 5. Edd Price (Suz); 6. Ken Maahs (Hus); 7. Ken Bailey (Hus); 8. Ron Dillion (Yam); 9. Buzz Farrell (Hus); 10. Terry Bennett (Hus).
200 EX: 1. Edd Price (Suz); 2. Bob Cesena (Hus); 3. Wayne Krug (Yam).
250 EX: 1. J.D. Amen (Hus); 2. Ken Maahs (Hus); 3. Ken Baily (Hus).
OPEN EX: 1. Rick Bozarth (KTM); 2. Bill Dowers (Hus); 3. Tom Lillis (KTM).
OTHG EX: 1. Buzz Farrell (Hus); 2. Jerry Denley (Hus); 3. Skip Cox (Yam).
OT: 1. Dave Galloway (KTM); 2. Benny Howard (Hus); 3. Denny Olson (Mai).
125 AM: 1. Scott Zettle (Yam); 2. Dan Hatle (Hus).
250 AM: 1. Stuart MacAskill (Yam); 2. Randy Reid (Hus); 3. Keith Eckelman (Hon).
OPEN AM: 1. Jeff Bushey (Yam); 2. Shawn Serro (Hus); 3. Bill Baron (Yam).
OTHG AM: 1. Steve Doubet (Hus); 2. Bruce Brown (Yam); 3. Gary Foster (C-A).

Michlitsch sews up two PIR titles

By Brian Barnes

PORTLAND, OR, SEPT. 23

Tim Michlitsch (Kaw support/Bel-Ray/D.G/Arai) was awarded high point honors in two classes tonight at Porland International Raceway for the second consecutive year. Michlitsch captured both the 125 and 250cc titles this year after taking the 250 and Open last year.

Anderson won a large share of motos, including a 125cc victory last week, but could not overtake the Kawasaki rider in the point standings.

Rick Burgett captured a runner-up last week to go along with a 250cc win tonight after not competing at PIR much of the year.

Michlitsch's championship came with relative ease after an early season charge gave him wins four weeks straight in both classes and left him with a huge point lead.

Michlitsch would like to take the opportunity to thank his mom and dad, Bob Cecerchi, Dave Jordan at Kawasaki, Eastside Kawasaki, DG, Bel-Ray, Arai, and everyone involved that made his championship possible. As for PIR's season, one race remains to close out a very successful race year.

Results

PP: 1. Tammy Bufton (Yam); 2. Tricia Lyons (Hon); 3. Regina Klettke (Suz).
WEE PEE WEE: 1. Marlin Hanson (Suz); 2. Travis Markell (Yam); 3. Roby Leach (Yam).
PEE WEE JR: 1. Chad Kishpaugh (Yam); 2. Jason McCormick (Yam); 3. Chris Flemming (Yam).
PEE WEE EX: 1. Britt Woodring (Yam); 2. Denny Kishpaugh (Yam); 3. Richie Abrams (Yam).
MINI JR: 1. Tim Underwood (Yam); 2. Richie Watters (Yam); 3. Paul Winn (Kaw).
MINI INT: 1. Darren Rogers (Yam); 2. Randal Klettke (Hon); 3. Mike Williams (Yam).
MINI EX: 1. Mike Crowell (Yam).
100 JR: 1. Grant Furrer (Yam); 2. Craig Clark (Yam); 3. Dan Cook (Yam).
100 INT: 1. Jeff Miles (Yam).
125 JR DIV 1: 1. Glenn Hunter (Suz); 2. Duane Olson (Yam); 3. Ray Gavion (Yam).
125 JR DIV 2: 1. Eric Winters (Yam); 2. Joe Becker (Suz); 3. Jere Meeker (Hon).
125 INT: 1. Dana McKee (Suz); 2. Richie Lee (Yam); 3. Craig Timm (Hon).
125 EX: 1. Mike Klettke (Suz); 2. Grayson Hart (Yam).
125 PRO: 1. Tim Michlitsch (Kaw).
250 JR DIV 1: 1. Steve Pritchard (Yam); 2. Greg Baldwin (Yam); 3. Alan Dague (Yam).
250 JR DIV 2: 1. Monte Bloemke (Hon); 2. Bob Hamilton (Hon); 3. Jay Vice (Hon).
250 INT: 1. Dave Eakin (Hon); 2. Kyle Hall; 3. Ron Kent (Hon).
250 PRO: 1. Rick Burgett (Yam).
OPEN INT: 1. Dennis Sweeten (Yam); 2. Dave Cotter; 3. Jay Loundagin (Yam).
OPEN JR: 1. Carl Burkhart (Yam); 2. Rick Obey (Yam); 3. Chris Leach (Hus).

Ron Sun flew his 125 to victory; brother Chuck beat the Washougal 250s.

OT NOV: 1. Richard Abrams (Yam).
OT INT: 1. Jerry Hiersche (Kaw); 2. David Galloway (KTM).
OT EX: 1. Larry Sause (Hon); 2. Gary Bonds (Hus).
OTH NOV: 1. Richard Duncan (Kaw); 2. Dennis Kishpaugh (Yam); 3. David Giger (Yam).
OTH INT: 1. Jack Monteith (Yam).
OTH EX: 1. Bob Leach (Hus); 2. Dave Eakin (Hon); 3. Jim Parks (Yam).

Sun brothers, Burgett sweep Washougal MX

By Brian Barnes

WASHOUGAL, WA, SEPT. 19

National caliber riders were the names of the day at Washougal Motocross Park with Ron Sun (Portland Hon/MX Fox), big brother Chuck Sun (American Hon/JT/Super Seer) and Rick Burgett (Yam support/MX Fox) taking the 125, 250cc and Open classes respectively.

The first 125cc moto had Robby Watilo (RW Racing/Yam support/Yam of Salem) lead Eric Hall (Yam support, LOP) and Kevin Jansen (Kaw support/Dimeos Gym) until lap eight, when problems took Watilo back to fifth. Jansen had overtaken Hall and rode to the win with Hall second and Ron Sun third. Fred's Cycle City Suzuki-mounted Mike McCormick was fourth and Watilo grabbed fifth.

The second moto found Sun, Kawasaki mounted Steve Pless, Jansen, McCormick and Doug Lange (Vancouver Yam/MX Fox/Bel-Ray) holding the first five spots. Watilo started his charge through the top five by passing Woodley, Pless and McCormick. Sun then red-lined his Honda to the win and Watilo decided to make his move on Jansen the last lap. The pass took place on the Chuck Sun jump with Watilo sliding under Jansen around the final turn to take second in the moto and award the overall to Sun, who went 3-1 to Jansen's 1-3.

Arne Hettman (Hon support/Super Seer) holeshot the first 250cc Pro moto, but it was Chuck Sun in control at the end of the lap with Hettman, Tim Michlitsch (Kaw support/DG/Bell-Ray/Arai) and John Buyas (Suz) not far behind. Sun pulled away to an easy win, followed by Burgett, Rodney Keller (KTM/A-1 Cycles), Hettman, Buyas and Watilo.

The second stanza saw "holeshot" Hettman again find the hot line on the start. Burgett followed Hettman with Watilo, Buyas and Keller behind on the first lap. Burgett then took his turn in the lead for a lap, but a problem dropped him back. Watilo's turn was next and he rode a very good race, holding off Sun and Eric Eaton (Husky USA/Maico-Husky NW/Answer) for three laps. Sun and Eaton then raced for the top spots and finished first and second. Burgett sliced through the field for third; Watilo was fourth and Hettman was fifth.

Burgett and Eaton were the two speedsters in Open class with Burgett taking both wins over the Husky pilot. Burgett's wins didn't come easy, though, as Eaton spent lots of time up front. Monty Mitchell (Hus) and Lyle Shoppert (Shoppert Logging Mai) traded thirds and fourths with Mitchell taking third overall. •

Results

WEE PEE WEE: 1. Jordan Osborn (Yam).
PEE WEE JR: 1. Geoff Goldspink (Yam); 2. Jason McCormick (Yam); 3. Tom Kostl (Yam).
PEE WEE EX: 1. Jeff Daily (Yam); 2. Grant Bergstrom (Yam); 3. Richie Abrams (Yam).
MINI JR: 1. Terry Chamblin (Yam); 2. Jim Larsen (Hon); 3. Kurtis Ragstad (Yam).
MINI INT: 1. Jeff Daily (Yam); 2. Darron Rogers (Yam); 3. Dawn Piazza (Yam).
MINI EX: 1. Jamie Munson (Yam).
100 JR: 1. Craig Clark (Yam); 2. Grant Furrer (Yam).
100 INT: 1. Jeff Miles (Yam); 2. Steve Jones (Suz).
100 EX: 1. Roger Sherrel (Yam).
125 JR: 1. Bret Gilkison (Suz); 2. William Ormsby (KTM); 3. Matt McKee (Kaw).
125 INT: 1. Bill Kent (Yam); 2. Gary Gladish (Yam); 3. Dana McKee (Suz).
125 EX: 1. Keith Foidel (Hon); 2. Mike Klettke (Suz); 3. Gard Grabelny (Suz).
125 PRO: 1. Ron Sun (Hon); 2. Kevin Jansen (Kaw); 3. Robby Watilo (Yam).
250 JR: 1. Mark Snover (Suz); 2. John Wilson (Suz); 3. Monte Smith.
250 INT: 1. Jerry Ebert (Kaw); 2. Mike Robinson (Yam); 3. Ted Perreard (Suz).
250 EX: 1. Kyle Hall (Hon); 2. Craig Koski (Suz); 3. Dan Krogh (Hon).
250 PRO: 1. Chuck Sun (Hon); 2. Richard Burgett (Yam); 3. Arne Hettman (Hon).
OPEN JR: 1. David Winter (Suz); 2. Carl Burkhart (Yam); 3. Dale Sahleen (Yam).
OPEN INT: 1. Scott Bergren (Hon); 2. Doug Mundell (Hon); 3. Dennis Sweeten (Yam).
OPEN EX: 1. Mark Envalsen (Hon); 2. Dan Krogh (Hon); 3. Michael Crater (Mai).
OPEN PRO: 1. Rick Burgett (Yam); 2. Eric Eaton (Hus); 3. Monty Mitchell (Hus).
OT NOV: 1. Neil Roman (Suz); 2. Doug Sawtell (Hon); 3. Dick Abrams (Yam).
OT INT: 1. Nate House (Yam); 2. Jerry Heirsche (Kaw).
OT EX: 1. Bill Tester (Mai); 2. Bill Naylor (Yam).
OTH NOV: 1. Frank Daily (Yam); 2. Richard Duncan (Kaw); 3. Bill Goldspink (Hus).
OTH INT: 1. Rusty Garrison (Kaw); 2. Gary Backstrom; 3. Curtis Gilbert (Yam).
OTH EX: 1. Mike Perry (Suz); 2. William Ormsby (KTM); 3. Jim Parks (Yam).

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Terry Poovey put in a successful week in front of the home crowd.

Gary Scott scoots at Oklahoma Regional HM

By Frank Harrison

OKLAHOMA CITY, OK, OCT. 3

"They call this a Regional? It sure looks like a National to me," one spectator was overheard as saying. The likes of Gary and Hank Scott, Terry Poovey, Steve Morehead, Ted Boody, Bubba Shobert, Bubba Rush, Ronnie Jones and many other National champs were in the line-up at the Oklahoma State Fair's final day feature attraction.

The field of 22 Experts, 28 Juniors, and 20 Novices were greeted with a field of black muddy muck after a near cloudburst over the Fairgrounds Saturday night. The Fairground's attendants, under the direction of referee Don Lohman, put on a near herculian effort to find dry pit parking and get the track in fair shape by noon practice time. Expert times were way off the pace of past years' 23s as witnessed by Steve Morehead's fastest time of 25.01.

Novice heats were won respectively by George Minor, Chris Armentrout, and Californian Mike Kirby, who went on to win his semi and the main. The other semi was won by Rodney Nixon of Lubbock, TX. Kirby, on his Fontana Radiator/KRW/K&N-sponsored Yamaha, was quickest at the start of the main followed by Armentrout and Minor. Their gap gradually widened over the rest of the field with Danny Haney in fourth and Craig Louis holding down fifth, and that was the way it finished.

With Juniors dominating the number's game for the day, four heats were necessary as the old Oklahoma clay oval settled down to a rough slick black groove. The first heat went to Todd Ratliff, the second to Alan Reed, the third to Rob Ely and the fourth heat to Pete Hames. Ely and Hames won their respective semis and John Powell, coming from a second place finish in the fourth heat, won the third semi.

So the stage was set for the Junior main with Hames, on his Storz/Simpson/Bill's Pipes Harley, jumping to the lead followed by fellow Californian Ely and Texan T.J. Houghton. Lap two saw the same first three followed by Dan Ingram and John Powell. On lap three Don Howard passed Powell and the battle began for fourth and another close battle for sixth between Todd Ratliff and Rusty Miskovsky. The final flag showed Hames the winner followed by Ely, Houghton, Ingram, Howard, Ratliff, Miskovsky, Brian Anderson, Alan Reed, and John Powell.

The first Expert heat went wire to wire with Lubbock's Bubba Shobert on his Jack Sizemore Harley leading local favorite Ronnie Jones, Steve Morehead and Virginian Charlie Roberts. Most of the action was for fifth place between Billy Herndon and Dave Hebb, with Herndon coming out with fourth in the final flag.

The second Expert heat started out with a crash in between turns one and two as Boody stuffed his bike into the extremely soft and rotten hay bales. Boody had to actually look for his bike in the haystack after the crash. The race was stopped and with a patched fuel tank, Boody returned to the line for the restart and another wire to wire race was under way with Gary Scott quickest on the start, another Oklahoma favorite Scott Adams second and Boody, not slowed a bit by his crash, running third. Fourth and fifth went to Dale Jones and Bubba Rush.

And the stage was set for what the crowd had come to watch — a mini-National. However, Hank Scott withdrew because of a shoulder irritation on the rough clay, and for the first time since he raced as a Novice, Terry Poovey didn't make the cut while sorting out a Yamaha.

The flag dropped and it was Gary Scott quickest off the line, followed by Roberts, Morehead, Boody, Shobert, Herndon, Ronnie Jones, Rush, Adams and Dale Jones. On lap two, Scott stretched his lead and by the halfway point the only battle was between Herndon, Ronnie Jones, and Adams lap after lap with Jones coming out on top at the finish. Gary Scott was over a turn ahead of the field at the finish, followed by a close battle between Roberts and Boody in an almost-photo-finish for second with Roberts coming out on top. Fourth was Morehead, Rush and Dale Jones.

Results

EX MAIN: 1. Gary Scott; 2. Charlie Roberts; 3. Ted Boody; 4. Steve Morehead; 5. Bubba Shobert; 6. Ronnie Jones; 7. Scott Adams; 8. Bill Herndon; 9. David Rush; 10. Dale Jones.

JR MAIN: 1. Pete Hanes; 2. Rob Ely; 3. T.J. Houghton; 4. Dan Ingram; 5. Don Howard; 6. Todd Ratliff; 7. Rusty Miskovsky; 8. Brian Anderson; 9. Alan Reed; 10. John Powell.

NOV MAIN: 1. Mike Kirby; 2. Chris Armentrout; 3. George Minor; 4. Danny Haney; 5. Craig Louis.

80 AM: 1. Mark Gifford; 2. Trace Polson; 3. Greg Teague.

125 AM: 1. Jim Pollard; 2. Willie McCoy; 3. Mark Gifford.

250 AM: 1. Duane Duvall; 2. Rusty Love; 3. Greg Duvall.

Poovey, Hames, Kirby win at Devils Bowl HM

By Frank H. Harrison

DALLAS, TX, OCT. 1

Ex-Expert Bob Bagwell and this summer's promoter of the old Ross Downs short track in Colleyville near Ft. Worth decided to go for broke tonight with a $1500 purse half mile after the final Winston Pro race at Ascot last Monday night. And luck out he did; hometowner Terry Poovey showed up in the lineup along with Steve Morehead, Billy Herndon and Bubba Rush to round out the top names in the Expert field.

Experts time trialed for position and Steve Morehead came out on top with a 21.67, on his Tex Peel Harley, followed by Terry Poovey with a 21.78 on his Conley of Dallas H-D.

Novices started the show with Ross Duncan winning the first scratch heat and Mike Kirby the second. The first regular heat was won by Arnie Louis and the second by Kirby; then things got down to business in the Novice main. Quickest on the start was Duncan by a nose over Kirby, but that quickly changed as the Californian, Kirby, set sail followed by Duncan, and Chris Armentrout with Louis in fourth. Danny Haney on the lone Honda from Lubbock then made a bid for fourth and got by Louis and at the halfway mark with Kirby in a comfortable lead, the second place battle went to the wire between Duncan and Armentrout with the finish showing Kirby, Duncan, Armentrout, Haney, Louis and Max Wilson.

Seventeen Juniors lined up for three heats, won respectively by Todd Ratcliff, Rob Ely and Pete Hames. And once again the stage was set.

The Junior main got off to a good start with Pete Hames leading the pack into turn one, followed by Sammy Sweet. The end of lap one saw Don Howard in third followed by Todd Ratcliff and Rob Ely. Hames set sail leaving a big gap on the field. Lap two, Ely moved into fourth and started working on Howard, and the first five left a big gap on the back field headed by Daniel Mullens in sixth and Brad Taylor. The Ely/Howard battle continued through to the finish, which showed Hames and Sweet comfortably in first and second, followed by Ely, Howard and Ratcliff.

The trophy dash has become an institution in the north Texas area, and top qualifiers were Morehead, Poovey, Herndon and Jeff Johnson. The $200 winner in a hard-fought battle was Morehead.

The Experts lined up for what the crowd had come to see, a rare display of some of the top talent in the nation. National starter Phil Dyson dropped the flag, and Poovey was first into turn one followed by Johnson, Morehead, Herndon and Phil Darcy. As lap two was completed, Poovey was moving on getting a big gap on the field. Andy West and Bubba Rush brought up the rear. At the halfway mark, Morehead and Herndon zapped Johnson as Rush moved past West. Morehead didn't give up; he closed the gap on Poovey, and with the crowd on its feet, Poovey and Morehead moved away from Herndon and the rest of the field. With a wheel to wheel battle for first on the blue groove at the white flag, Morehead made one big drive in turn two, only to drift and leave Poovey with a clear shot to the checkered. Finishing orders read Poovey, Morehead, Herndon, Johnson, Darcy, Rush and West.

Results

NOV MAIN: 1. Mike Kirby; 2. Ross Duncan; 3. Chris Armentrout; 4. Danny Haney; 5. Arnie Louis; 6. Max Wilson.

JR MAIN: 1. Pete Hames; 2. Sammy Sweet; 3. Rob Ely.

TROPHY DASH: 1. Morehead; 2. Poovey; 3. Herndon.

EXPERT MAIN: 1. Terry Poovey; 2. Steve Morehead; 3. Billy Herndon; 4. Jeff Johnson; 5. Phil Darcy; 6. Bubba Rush; 7. Andy West.

60-80 AM MAIN: 1. Gregg Teague; 2. Scott Williams; 3. Mike Wedden; 4. Scott Kelley.
125 AM MAIN: 1. Jim Pollard (Villa); 2. Willie McCoy (Yam); 3. Alan Powers (Yam).
250 AM MAIN: 1. Wayne Duvall (Hon); 2. Greg Duvall; 3. Dod Dyson.
OPEN AM MAIN: 1. Wayne Duvall (Hon); 2. James Harrington (Yam); 3. Raymond Huddleston; 4. Tubby Dotson.

Poovey twice at home state ST

By Frank Harrison

BOYD, TX, OCT. 2

Top riders fresh from the Winston Pro Series final at Ascot, along with 30 other top riders from Texas, Oklahoma, California, Illinois and Virginia, showed up for one of the few Class C Short Track events staged in Texas in quite a spell. Nestled on a slight hillside with a natural grand stand, Mike Kidd's track is located only a few miles North of Ft. Worth.

With the likes of Terry Poovey, Bubba Shobert, Bubba Rush, Billy Herndon, Tim Mertens, Charlie Roberts and Pete Hames in the entry chute, the crowd knew it was going to get its money's worth.

AMA Referee Teddy Poovey along with National starter Phil Dyson lined up the program with six scratch heats, six heats, two semis, trophy dash, and the main — plus a special TT demo race for the spectators to sample the regular Saturday night program.

After scratch heats for positions, regular heats were won by Poovey on his Al Lamb Dallas Honda, Tim Mertens on his Belleville Ill. Honda, Chris Armentrout on his Staracer from Wichita, KS. Bubba Shobert on his Lubbock Kawasaki, Mike Kirby on his Fontana Radiator/KRW/K&N Yamaha and Billy Herndon on his H-P Rac/Works Per/Jemco Honda.

First Semi was won by Poovey, followed by Shobbert, Herndon, and Stovall. Second Semi saw a spectacular battle as Mike Kirby moved up, from third place, around Pete Hames and Tim Mertens to take the checkers! The track started getting dusty with virtually no wind, but lightening coming up in the western sky.

As the start flag dropped for the main, great racing was underway with Tim Mertens into turn one followed by Poovey, Shobert, Herndon, and the California Novice, Mike Kirby. Lap two, Herndon passed Shobert, and Poovey got by Mertens to take the lead. Lap four saw Kirby working on Shobert and winning out for fourth, and the half order showed Poovey, Mertens, Herndon, Kirby, Shobert and Pete Hames up front, with Bubba Rush leading the back pack. Kirby started nipping at Herndon causing a close battle for third to the checkered.

During the evening, Mike Kidd had been collecting donations for a Trophy Dash and a total of $190 was up for grabs between Mertens, Poovey, Kirby and Shobert. Poovey was quickest with Kirby on his tail and Mertens and Shobert side by side in third through the turns. With the crowd on its feet, Kirby almost got by Poovey several times, and Shobert almost got into the action. At the finish, with Kirby staying right on Poovey, the crowd was wild as all four riders came down for the flag, but it was Poovey by a nose followed by Kirby, Shobert, and Mertens.

Results

MAIN: 1. Terry Poovey; 2. Tim Mertens; 3. Billy Herndon/Mike Kirby; 5. Bubba Shobert; 6. Pete Hames; 7. Bubba Rush; 8. Rusty Miskovsky; 9. Shawn Stovall; 10. Danial Mullins.

TROPHY DASH: 1. Terry Poovey; 2. Mike Kirby; 3. Bubba Shobert; 4. Tim Mertens.

Southern States Championship Series big TX shoot-out

By Bob Bagwell

BOYD/COLLEYVILLE, TX, SEPT. 4-6

Promoters Mike Kidd and Bob Bagwell hosted a $4,500 short track and TT, three-day extravaganza on Labor Day weekend at Mike's Hillside track and Bob's Ross Downs. Riders from all over the U.S. competed for Texas size trophys, medals, ribbons, and cash. It was the place to be if you wanted to compete or just watch. Everything was well organized and ran smoothly all weekend, making for an excellent show. The weatherman provided warm days and cool nights for camping at the track or nearby lakes.

Things started happening early Saturday at Hillside, the first of three days of short track and TT racing. Several riders brought five to eight bikes to ride in the many classes. The TT was soon shaping up to be a battle between TT riders and motocrossers. Hillside is a replica of the Houston Astrodome track which means a good rider can go fast anywhere on it. Fans got a preview of the weekend as Bill Herndon, Cole Knight, Gary Kidd, Sammy Sweet and many more started battling for precious points towards the bonus money to be given away to the series winners of the Pro classes. Amateur riders got it in gear after the five foot trophies.

Herndon was able to take home the cash in the 250cc Pro Short Track over Charlie Orr and Sweet. Sweet got the better of Herndon on the bigger bikes. Gary Kidd was third in that class.

Mike George topped the Open Amateur's score column after the three days of racing were over. Tubby Dotson and Jimmy Tarlton were next on the trophy list. The 125cc class saw Jim Pollard, Shane Jolly and Willie McCoy take the top three positions.

Some of the short track successes for the Pros were repeated in the TT. Bill Herndon took the Open Pro TT over Knight and Ross Duncan. Knight didn't have to play second fiddle to anyone in the 250cc Pro TT as he headed the win list. Duncan and Kidd were second and third.

In Sportsman TT action, Jack Yost took both the 250 and Open TT overall wins. Scott Crews and John Tucker followed in the Open class, while Jim Gertricher and Greg Duvall watched Yost's rear fender in the 250cc class. •

Results

SHORT TRACK
60: 1. Greg Teague; 2. Tim Kay; 3. Criss Williams.
80: 1. Mike Hale; 2. Kregg Bently; 3. Troy Revert.
125: 1. Jim Pollard; 2. Shane Jolly; 3. Willie McCoy.
250 AM: 1. Ray Huddleston; 2. Jim Pollard; 3. Terry Newman.
OPEN AM: 1. Mike George; 2. Tubby Dotson; 3. Jimmy Tarlton.
250 PRO: 1. Bill Herndon; 2. Charlie Orr; 3. Sammy Sweet.
OPEN PRO: 1. Sammy Sweet; 2. Bill Herndon; 3. Gary Kidd.
TT
60: 1. Tim Kay; 2. Cris Williams.
80: 1. Kregg Bently; 2. Shane Jolly; 3. D.L. Wood.
126: 1. Kelly Neal; 2. Steve Powers.
250 AM: 1. Jack Yost; 2. Jim Gertricher; 3. Greg Duvall.
OPEN AM: 1. Jack Yost; 2. Scott Crews; 3. John Tucker.
250 PRO: 1. Cole Knight; 2. Ross Duncan; 3. Gary Kidd.
OPEN PRO: 1. Bill Herndon; 2. Cole Knight; 3. Ross Duncan.

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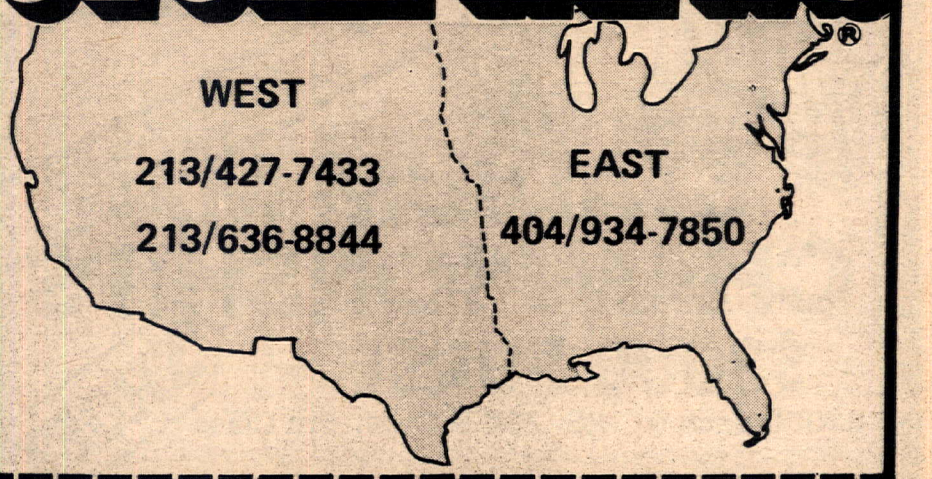

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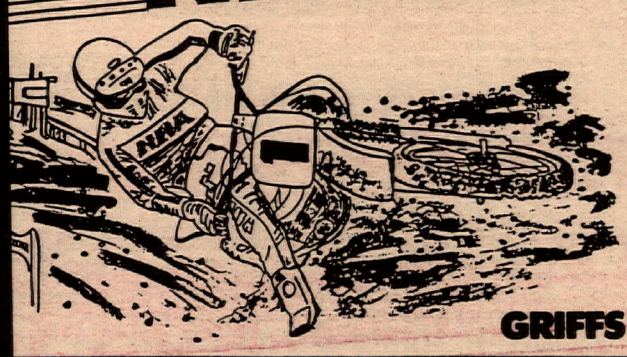

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11/7 Cadiz, KY

CMC Trans-Cal MX Series

10/16-17 Brentwood, CA
10/23-24 Orange, CA

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10/24 Hollywood, FL
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10/30-31 Las Vegas, NV
11/6-7 Houston, TX
11/20-21 Gainesville, FL

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Baja California, Mexico

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11/27 Cycle News Barstow to Vegas Poker Run
Barstow, CA — Las Vegas, NV

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Carlsbad, CA

EVERY WEEK

Wednesday

AMA BAYLANDS ST
Baylands Raceway Park, 44333 Christy St., Fremont, CA. Take Durham Rd exit off Hwy 17 or 680. All Classes incl. Mini and Pee Wee (if enough). 30% troph. Gate 5 p.m., prac. 6-7, sign up closes 7:30, race 7:30. Entry $10 Sptsmn, $15 Semi-pro. Watch $5 adult, $2 7-12. Info 415/651-2545.

Thursday

CALIFORNIA

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 @ Sand Canyon or I-405 @ Irvine Center to Sand Cyn. All classes, 30% troph., 125% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $8, $10 non-memb. (memb. not req.), Pro $15, watch $4, under-12 $2 Info 714/552-5511.

CMC BAYLANDS NIGHT MX
Baylands Raceway Park, 44333 Christy St., Fremont, CA. Take Durham Rd exit off Hwy 17 or 680. All classes. 30% troph. CMC card req'd. Gate 4:30 p.m., prac. 6-6:45, sign up closes 6:45, race 7. Entry $12 Sptsmn, $15 Pro. Watch $5 adult, $2 7-12. Info 415/651-2545.

SONOMA OUTLAW STREET DRAGS
Sears Point International Raceway. Hwys 37 and 121, Sonoma, CA. Bikes is one of classes, Bike winner will run against other class winners for King-of-the-Outlaws. Gates open 5:30 p.m., race 7:30-10. Race or watch $5. Parking, pit access and children 12-and-under free. Info 707/938-8448.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50-Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes incl. over/under bridge. Trophies thru 5th, Ex purse $300 or 300% p.b. All classes, Ex ride 3 motos. Gate 5:30 p.m., prac. 7. Entry $8, Ex $10, gate $4. Info 214/245-4693.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 north, north of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex $15, $5 gate/watch.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727—1171.

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. south of town, U.S. 99E & Nelson Rd. All classes to 500, 6 ride min./class, Class C trac. req'd. Gate 5:30 p.m., sign up 5-7:15, prac. 7, race 8. Entry $8.50, Semi Pro $4, watch $3.50, under-12 $1, pit pass $1 (whites req'd). Moural Associates. Info 916/342-0063, 4216.

SADDLBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req'd. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

October 16

IDAHO STADIUM MX
Caldwell Rodeo Grounds, 21st & Cleveland, Caldwell, ID. 80cc, 125cc, 250cc and Open classes. $1800 purse for Ex., 33% troph. to Beg. No overnight camping. Kids 12-and-under must be with parent. Sign up 10:30-11:45 a.m., gate 11:30, prac. Noon, qualifiers 1 p.m., main events 6. Pre-entry $15 Beg., $20 Ex.; pre-entry closes Oct. 5. Post-entry $25 Beg., $30 Ex. Owyhee M.C. Info (after 5 p.m.) 208/375-9446 (Ed), 342-7439 (Lew).

AMA D-36 NIGHT ST
Monterey Fairgrounds, Hwy 1 to Casa Verde offramp, Monterey, CA. Semi Pro & Sptsmn classes, minibikes to 500cc. Part of 5 week series. 3-wheel exhibition. No rider insurance. Sign up 5 p.m., prac. 6, race 7:30. Entry $10 Sptsmn, $15 Semi Pro. Info 408/394-8225.

AME CALIFORNIA NIGHT MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b., 30% Sptsmn troph. Free O/N camping. Gate 5 p.m., prac. 7, race 8. Entry $10 Sptsmn, $17 Pro; ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Oct. 16-17

CMC TRANS-CAL MX
Part of CMC Trans-Cal MX Series. Sand Hill Ranch, Brentwood, CA. Hwy 580 to Vasco Rd, go 17 mi. to stop sign, go right to front gate. All classes except 60 & 100. Over $75,000 in series awards, products & money. $3,000 Pro purse/event, pd by moto. Free camping. Sptsmn race Sat.; Pros, Vets, OTs and Mini Ex. race Sun. Gate 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Gate $5 Sat., $8 Sun. Mail entry to CMC, P.O. Box 1858, Costa Mesa, CA, 92626. Info 415/798-5695.

GWV CALIFORNIA MX
On Hwy 8 at Live Oak Springs Rd exit, 35 min. east of El Cajon, CA. All classes except Minis. 50% Pro p.b., 2 troph./Sptsmn class. Riding all day Sat., free O/N camping. 1 mi. course. Pros 15 laps, Sptsmn 10. Sat: gate & tech. starts 8 a.m., prac. 9-6 p.m. Sun: prac. & qualifying 9-11 a.m., elim. noon to 6 p.m. Entry free to Sptsmn, $100 Pros. GWV Enterprises. Info 714/692-0552 (8-5), 275-5187 (recording).

October 17

NEBRASKA MOTOCROSS
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles

on Hwy 73 to Fort Calhoun. Prac. 8:30 and 9:30 a.m., race 10. Moto Sports Park. Info 402/571-2183, 895-6980 (race days).

NEBRASKA SHORT TRACK
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles on Hwy 73 to Fort Calhoun. Banked 1/8 mile track. Race 1 p.m. Moto Sports Park. Info 402/556-1306, 391-0149 (race days).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

CRC CALIFORNIA ENDURO
Roadrunner Family Enduro. Rand, CA. All classes. CRC points, 20% troph., super finisher pins. 2 loops (approx. 35 mi. ea.); Women, Minis and C-16 go one loop, all others two. Mail entry $18, post $21, non CRC memb. add $4. California Racing Club. Info 714/689-6114.

CRC CALIFORNIA GP
San Diego Amateur Supercross Qualifier! President's Cup Gran Prix. Indian Dunes Cycle Park, Valencia, CA. California Racing Club. Info 714/689-6114.

AMA KANSAS MX
Coffeyville, KS. 2 miles east of Hwy 166/169 junct. All classes. 30 % p.b. on troph., 150% Ex p.b. 17-and-under need notarized permission from parent. 3 number plates, silencer and proper riding gear req'd. Prac. 9:30 a.m., race 12. Entry $8 Sptsmn, $15 Ex. Watch $3, kids 6-and-under free. Cherokee MX, Rt. 2, Box 235, Coffeyville, KS, 67337. Info 316/251-1116.

AMA D-36 ARGYLL MX
Argyll Park, on Hwy 113, 11 mi. south of Dixon, CA. All classes incl. Dinosaur. Troph., Bonus troph. and 100% Pro p.b. Concessions and Parts in the Pits. No pit bikes or dogs. Gate 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 plus 5 Pros. Watch $4, 6-12 $1. Info 916/678-3592, 678-9956.

AMA D-37 DIRT TRACK
Lightweights. Info 714/771-3809.

AMA D-37 MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore offramp. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. D-37 riders scored seperately from reg. DeAnza MX under D-37 rules; no memb. req'd. Free O/N camping. Gate 6 a.m., prac. 8:30, race 9:30. $6 gate plus entry $9 Sptsmn, $13 Pros., non-DeAnza memb. add $2. Info 714/653-8068, 5840, 7979.

AMA WASHINGTON S.I.R. MX
Seattle International Raceway, Kent, WA. All classes. Part of Northwest Challenge Series, $15,000 in cash & prizes, incl. some for Sptsmn! $3,000 Pro purse on Nov. 21 series finale. Sponsored by Wrangler, Pepsi, Scott, J B Racing, Rainer and Jim Pomeroy. Gate 7:30 a.m., prac. 9, race 10. Entry $9 Am., $14 Pro, gate fee Nov. 21 only. Info 206/631-1550 (Lynn).

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

AMA D-36 REDDING MX
Redding, CA. Hwy 44 east to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes. Troph. to Sptsmn, 100% Pro p.b. Free O/N parking. Good breakfast & lunch avail. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4, child $1. Moto One, Inc. Info 916/223-5600, 221-3118.

KANSAS OUTLAW ST
Garden Raceway, on Hwy 50, 4 mi. east of Garden City, KS (sign on Hwy). 80cc class ride for troph. 125, 250 & Open ride for $ & troph. One-eighth mile clay surface. Motocrossers welcome. Full leathers req'd. Ride one bike in one class. Gate noon, prac. 1, race 2. Gate $3. Entry $5 Mini, $7 money class. Info 316/225-7041.

CMC CALIFORNIA MX
Spinners Airport Raceway, Porterville, CA. Hwy 65 S past Hwy 190 to Ave. 136, right to track on left. 30% troph., Pro p.b. CMC memb. req'd ($20), new memb. buy '83 memb. Gate 6:30 a.m., prac. 8, race 9. Entry $4 gate fee, $10 Sptsmn, $15 Pro. Info 209/784-0897 (days).

CRC CALIFORNIA MX
San Diego Amateur Supercross Qualifier! Barona Oaks Raceway, Poway, CA. California Racing Club. Info 714/689-6114.

TEXAS FLAT TRACK AND TT
Ross Downs, Hwy 26, Colleyville, TX. From Dallas, Hwy 114 past DFW Airport to Hwy 26, turn west and go 3 miles. from Ft. Worth, take 820 to Hwy 26, go east 5 miles. All classes. 100% Pro p.b., troph. to Am. New championship track. Gate 10 a.m., prac. 12, race 2 p.m. Entry $8 Am, $15 Pro; gate $5, children under 6 free. Info. 817/488-9133 (Bob).

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex., CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates opne 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4414 (Conroe Suzuki), 273-2336 (track).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

October 21

CRC CALIFORNIA MX
San Diego Amateur Supercross Qualifier! OCIR MX, Irvine, CA. California Racing Club. Info 714/689-6114.

October 22

CALIFORNIA SWAP MEET
Orange County Fairgrounds, south end of Newport 55 Frwy, Costa Mesa, CA. Open 6-10 p.m. Free parking. 1000s of bikes, parts & access. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 & prime space $25. Motorcycles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-9226 (24 hr.).

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

October 23

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 NIGHT ST
Monterey Fairgrounds, Hwy 1 to Casa Verde offramp, Monterey, CA. Semi Pro & Sptsmn classes, minibikes to 500cc. Part of 5 week series. 3-wheel exhibition. No rider insurance. Sign up 5 p.m., prac. 6, race 7:30. Entry $10 Sptsmn, $15 Semi Pro. Info 408/394-8225.

AMA D-37 MX
Saddleback Park, Orange, CA. Info 213/893-2583.

AMA D-37 SPEEDWAY & ST
Perris Raceway, Perris, CA. Frwy 15 S to Hwy 74 E, 12 mi. to Ellis, left to Burton Rd, right to track. All classes. No pit pass fee. Class C trac. & silencer req'd. Gate 4 p.m., sign up 4:30, prac. 5:30, race 7. Entry $10 Sptsmn, second class $9; $15 250cc & Open Money. Gate fee: riders with unlimited bikes & adults $5; 6-12 $3; under-6 free. Lightweights M.C. Info 714/771-3809 (Jerry).

CANYON RACEWAY NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. All classes, 33% troph., 100% Pro p.b. Gate opens 4:30 p.m., prac. 6, race after prac. Watch $4, child under 12 $2, bike fee at gate $5 (deducted at sign up. Entry $10, Ex. $14. Info 602/934-5027 Bob Dean, 583-0575 Tom Timmons.

Oct. 23-24

CMC TRANS-CAL MX
Part of CMC Trans-Cal MX Series. classes except 60 & 100. Over $75,000 Saddleback Park, Orange, CA. Frwy 55 to Chapman Ave exit, east 7 mi. to Santiago Canyon Rd, right to County Fire Station, left on rd past fire station. All classes except 60 & 100. Over $75,000 in series awards, products & money. $3,000 Pro purse/event, pd by moto. Sptsmn race Sat.; Pros, Vets, OTs and Mini Ex race Sun. Gate 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Gate $5 Sat., $8 Sun. Mail entry to CMC, P.O. Box 1858, Costa Mesa, CA, 92626. Info 714/557-3323.

October 24

AMA CALIFORNIA DRAGS
Freemont, CA. Part of AMA National and Regional Series. Info 315/-735-1661.

AMA D—37 HARE & HOUND
15th Annual 100's Hare & Hound. Soggy Dry Lake Area, marked from Hwys 18 & 247, in Lucerne Valley, CA. All classes. Finisher pins. 1st loop laid out with Beg. in mind; 2nd loop more challenging. Beg. and Women Nov. go 1 loop. Start 9 a.m. Entry $15. Info 714/985-1567 (Jim--after 5).

OMRA OREGON DESERT RACE
13th Annual High Desert 100. 20 miles east of Bend, OR. Close to Hwy 20, follow signs. All classes. Finisher pins, 30% Am. troph., 50% Ex. troph., OMRA desert points. Spark arrestors and silencers req'd. Tough course. 2 loops, approx. 50 miles ea. Beg. go 1 loop. Rider's meeting 9:15 a.m., Ex. start 10, Am. start 10:30. Pre-entry $25, post $30, Beg. ½ price; OMRA memb. req'd for Oregon residents ($5). Mail entry and 2 SASE to: Cascade M.C., P.O. Box 11, Bend, OR, 97709. Pre-entry closes Oct. 15. Info: days, 503/382-3513 (Joe); eve.s 382-0061 (Denny), 382-3837 (Larry).

AMA D-36 ENDURO
Jackhammer Enduro. Fouts Springs, CA. Approx. 9 miles west of Stonyford, CA. All classes. Part of B & C Championship Series. New trails, approx. 90 miles. 750 riders max. Spark arrestor/ silencer and registration req'd. AMA & D-36 memb. req'd (avail. at race). Key time 7 a.m. Pre-entry $15, post $16; add $6 per 3-man team, no extra charge for parent/child team (child under 18). Write for entry form: Oakland Motorcycle Club, c/o Charlie & Cheryl Booth, 1004 Sandpoint Dr., Rodeo, CA, 94572. Info 415/799-4424 (entries), 533-2916 (course).

AMA D-38 ENDURO
4th Annual Horney Toad Enduro. Signal Mt. area, off Hwy 98, Imperial Valley, CA. All classes. Finisher pins and 20% troph. This is a family enduro. Start time 8:00. Pre-entry $13 1 loop, $17 two; add $3 for post entry. Mail entries close Oct. 19. Mail SASE for entry blank to: Bush-Eaters Motorcycle club, 1340 Groveland Terrace, El Cajon, CA, 92021. Info 714/275-1823, 463-8848.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15, U.S. Savings Bonds to Mini Ex. Camping, concessions. Gate 5 a.m., Nov. & Int. 8, prac. 8:30, race 10. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All Classes. Pro p.b., 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/ 881-5778.

SKOAL CRC PRESENTS PJ1 LUBRICANTS ND

AMATEUR SUPERCROSS
SUNDAY NOV. 7 1982

CLASSES
Pee Wee, 60 Stk, 60 Mod, 80 Stk, 80 Mod, 100, 125, 250, 500, 3-Wheelers, Beg., Nov., Int., Exp., Pro, Vets

QUALIFIER SCHEDULE

Sun	Oct 17	CRC G.P. Indian Dunes	Valencia
Sun	Oct 17	Barona Oaks MX	Poway
Thurs	Oct 21	OCIR MX	Irvine
Sun	Oct 24	CRC MX Arroyo	San Bernardino
Sun	Oct 24	Canyon Raceway MX	Phoenix
Sun	Oct 31	CRC MX Saddleback	Orange

SAN DIEGO JACK MURPHY STADIUM
LIMITED ENTRY — YOU MUST QUALIFY TO RIDE (one race does it)
RIDE THE SAME COURSE THE PROS RIDE ON SATURDAY NITE
$1500 PRO PURSE
3 FOOT TROPHIES
CALL FOR INFO: (213) 830-7519
IN CONJUNCTION WITH Miller SUPERCROSS FINALS Jack Murphy Stadium November 6, 1982 San Diego, Calif

LIGHTWEIGHTS M.C. PRESENTS
SHORT TRACK AND SPEEDWAY RACING
OUTLAW RACING — PERRIS RACEWAY — OUTLAW RACING
SUNDAY, OCTOBER 2, 1982
All Class Riders — 80cc — 125cc — 250cc — 500cc
No Pit Pass Fee — Open — Sportsman — Vets — Speedway
All Riders Welcome — $10.00 1st Class ● $9.00 each additional Class
No Pit Pass Fee — Outlaw Racing — All Pros Welcome
Gates Open 4:00 ● Sign Ups 4:30 ● Practice 5:30 ● Racing 7:00
District 37 AMA Short Track — October 23
250cc & Open-Money $15.00 — Class C Traction
Silencer Mandatory — 4 riders minimum for class
Riders with unlimited bikes $5.00 — 6-12 $3.00
Spectators 13 and older $5.00 — Under 6 FREE
For Info (714) 771-3809. Ask For Jerry.
October 2 not AMA Sanctioned

Arroyo CYCLE PARK MOTOCROSS
OCTOBER 31
Gates Open 7 a.m.
Practice 8 a.m.
1st Race 9:30 a.m.
No membership required.
Entry Fees: $10 Sportsmen
$15 Pros
Cash To Pros
Info: (714) 689-6114

Need CASH? CYCLE NEWS want ads will work for you.

CALIFORNIA RACING CLUB PRESENTS
ROADRUNNER ENDURO
OCT. 17, 1982 ● RAND
FAMILY ENDURO
20% TROPHIES ● CRC POINTS
2 LOOPS ● START 8 a.m.
This is a REAL FAMILY ENDURO. The course will be relatively easy but interesting with emphasis on time keeping. It will be well marked with no bottle necks, impossible speeds or obstacles.
Mail Entry $18 ● Post Entry $21 ● Non-Members add $4
Use any standard entry form and mail 2 legal size self-addressed, stamped envelopes (SASE) to: CALIFORNIA RACING CLUB
7601 Arlington Ave., Riverside, CA 92503 INFO: (714) 689-6114 (days)
CRC ROADRUNNER ENDURO 82

R.A.C.E.
SCHEDULE

THURS	OCT 14	MOTOCROSS	O.C.I.R.
FRI	OCT 15	MOTOCROSS	Corona
THURS	OCT 21	MOTOCROSS	O.C.I.R.
FRI	OCT 22	MOTOCROSS	Corona
SUN	OCT 24	FT Triple Header ½ MI, ¼ MI, TT	Corona

CRC RACE SCHEDULE
Oct. 17 — GRAND PRIX
Indian Dunes — San Diego Qualifier
Oct. 24 — MOTOCROSS
Carlsbad — San Diego Qualifier
Oct. 31 — MOTOCROSS
Saddleback — San Diego Qualifier
CRC Membership Required
(213) 830-7519

SRA Schedule
OCT. 31 — BLACKCAT G.P.
(Indian Dunes — Bikes — ATC — ODY)
NOV. 28 — RIVERSIDE G.P.
(Double SRA Points)
(714) 828-1358

Arroyo CYCLE PARK OPEN 7 DAYS A WEEK
Next Race: Oct. 31
San Bernardino
Phone: (714) 689-6114

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Sharon Clayton Publisher

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DYNA

Wins Again!

Goss takes flag at Ascot to end season

Congratulations to Randy Goss for his Ascot Park win and to all Team Harley members for a season that saw them take 2nd, 3rd and 5th Places in the Winston Pro series. Dyna is proud to be part of the action. All Team Harley bikes use Dyna ignitions and there were zero ignition breakdowns this year. Dyna means dependability

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KV PRODUCTS

AMA D-27 OREGON MX
Roseburg, OR. I-5 to Clarks Branch exit, east 3½ miles. All classes. 200% Pro p.b., 33% troph. Protective gear req'd + matching helmet no. with 3 no. plates. Gate 8 a.m., prac. 8:30, race 10. Entry $7 + gate Sptsmn, $10 + gate Pro; gate $3 adult, $2 6-18, under-6 free. Info 503/673-1671.

AMA D-36 DEMELLO MX
Prairie City ORV Park, Sacramento, CA. Hwy 50 east from Sacramento, south on Prairie City Rd, right on White Rock Rd, 1 mi. to track entrance on left. All classes. 100% Pro p.b., extra big troph., free T-shirts to winners. D-36 rules. AMA & D-36 memb. req'd (avail. at track). Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pros. Watch $5, under-12 $1. DeMello MX. Info 916/988-2208 (Vasco DeMello).

AMA D-36 NEVADA MX
Fernley Lion's Club Track, Fernley, NV. All classes. 30% Sptsmn troph., 100% Pro p.b. Race 6 of Nevada State Championship MX Series. Gate 6 a.m., sign up 6, prac. 8, race 9. Entry $4 gate, $10 Sptsmn, $15 Pro. Info 702/329-1323 (days), 575-2898 (eve.).

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All classes. 30% troph. New Stadium MX track! Gate 7 a.m., prac. 8, race 9. Entry: Sptsmn $15 mail, $20 post, $40 special for 10/24, 11/7 & 11/14; Pro $20 mail, $35 post; AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AFM ROAD RACE
Willow Springs Raceway, Rosamond, CA. Hwy 5 N to Hwy 14 N to Rosamond Edwards Air Force Base exit, left 5 mi. to track. Stk Prod., Mod. Prod., Superst., GP & Sidecar. Troph. to all classes, two races ea. pay $100, many contingencies. Free program, pit pass & parking. Gate 7 a.m., prac. 9, race 12:30. First entry $30, $15 ea. extra. Watch $5, under-12 free. Info 213/926-2583.

CRC CALIFORNIA MX
San Diego Amateur Supercross Qualifier! Carlsbad Raceway, Carlsbad, CA. All classes. Pro p.b., 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 714/689-6114.

R.A.C.E. FT TRIPLEHEADER
Corona Raceway, Corona, CA. ½ mile, ¼ mile & TT Scrambles. Race 9 a.m. Info 714/689-1913, 735-1705.

CRC ARIZONA MX
San Diego Amateur Supercross Qualifier! Canyon Raceway, Phoenix, AZ. California Racing Club. Info 714/689-6114.

ITA CALIFORNIA TRIALS
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Info 714/558-1584.

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 of Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593, 817/694-2901.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

OREGON MOTOCROSS
Mount View Raceways, Sandy, OR. 4 mi. SE of Sandy Hwy. 211 to Bornstedt Rd., rt on Rude Rd. to Mt. View. All classes, 30% troph., 100% PB to Pros. Gate 6:30, prac. 8, race 9:30. Entry $10, $15 Pro, watch & gate $4. AMA/Mt. View Raceway. Info 503/688-6990 (Jan).

MARSHALL MOTOCROSS, TX
Marshall Cycle Park, rt on Marshall Creek Rd off Hwy 114 from Dallas, or take Hwy 35 to 114E to Marshall Creek Rd. Troph. to 6th, $900 Pro purse or 100% p.b. if less than 15 riders. Approved sil., 3 number plate and sign up before prac. req. Gate 5 a.m., (no O/N camp) split sched., Nov. prac 8 a.m., Ex. sign up 12 noon. Entry $10, $15 Pro. Marshall Creek Cycle Park. Info 214/270-3908.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

CRC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. California Racing Club. Info 213/830-7519.

October 29

CALIFORNIA SHR NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Hwy 580 to Vasco Rd, go 17 mi. to stop sign, go right to front gate. All classes. Gate 5 p.m. 80s sign in 5:30, race 6. 250s sign in 6, race 7. 125-200s sign in 7, race 8. Opens sign in 8, race 9. Info 415/634-3328.

October 30

AMA D-36 ARGYLL MX
Race 2 of Hi Point series. Argyll Park, on Hwy 113, 11 mi. south of Dixon, CA. All classes incl. Dinosaur. Troph., Bonus troph. and 100% Pro p.b. Concessions and Parts in the Pits. No pit bikes or dogs. Gate 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 plus 5 Pros. Watch $4, 6-12 $1. Info 916/678-3592, 678-9956.

AMA D-36 NIGHT ST
Monterey Fairgrounds, Hwy 1 to Casa Verde offramp, Monterey, CA. Semi Pro & Sptsmn classes, minibikes to 500cc. Part of 5 week series. 3-wheel exhibition. No rider insurance. Sign up 5 p.m., prac. 6, race 7:30. Entry $10 Sptsmn, $15 Semi Pro. Info 408/394-8225.

AMA D-37 COMBO-X
Ghost Riders Combo-X. Sunrise Valley MX Park. Adelanto, CA. On Hwy 395, 7 mi. north of Adelanto. All classes. Troph., finisher pins, prizes. O/N parking (gates close 10 p.m.). Gate 7 a.m., race 9. Info 714/245-7339, 246-6109.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Oct. 30-31

AMA NEVADA DRAGS
Las Vegas, NV. Part of AMA National and Regional Championship Series. Info 315/735-1661.

October 31

NEBRASKA MOTOCROSS
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles on Hwy 73 to Fort Calhoun. Prac. 8:30 and 9:30 a.m., race 10. Moto Sports Park. Info 402/571-2183, 895-6980 (race days).

CMC CALIFORNIA MX
Prairie City OHV Park, Sacramento, CA. Hwy 50 east to Prairie City Rd., go south, then right on White Rock Rd. and go one mile to track. All classes. 50% troph. to Vets and OTs, 30% Sptsmn; 100% Pro p.b. Super radical track. Gate 6:30 a.m., prac. 7:30, race 8:30. Entry $5 gate, $10 Sptsmn, $15 Pro. Star Promotions. Info 209/571—0122.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15, U.S. Savings Bonds to Mini Ex. Camping, concessions. Gate 5 a.m., Nov. & Int. 8, prac. 8:30, race 10. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AMA D-36 FAMILY ENDURO
Redding, CA. All classes, 3-man, Husband/Wife & Parent/Child teams. Free camping, no water. No district points & no buddy riders. Approx. 50 mi. 550 rider limit. License/Greer Sticker, muffler & spark arrester req'd. One gas check. Rain date Nov. 7. Key time 8 a.m. Entry $10 ea. D-36 card holders & family, $12.50 ea. non-card holders, add $1/memb. for teams; no AMA or D-36 memb. req'd. Mail for entry forms: Redding Dirt Riders, 5177 Old Alturas Rd, Redding, CA. 96003. Info 916/221-5012, 549-3892.

ATA & AMA D-37 OBSERVED TRIAL
Little Rock Dam, near Pearblossom, CA. I-5 to 14, north to Pearblossom Hwy, east to Cheeseboro & south past dam to trials site. All ATA classes. Finisher pins and 20% troph. Helmets, green stickers, & spark arrestor req'd. Sign up 9 a.m., riders meeting 9:45, start 10. Entry $13, add $2 for non-ATA memb. Valley Observed Trial Enthusiasts. Info 213/679-0545 (Bob).

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

CMC CALIFORNIA MX
Race 1 of Ghost Rider Series. Sunrise Valley Cycle Park, Adelanto, CA. All classes. Troph. to Sptsmn, $120 min. Pro purse/moto (+ $1,000 overall, total 3 races), special prize Yamaha Vision. Riders get free Vision drawing ticket with entry, spectators may purchase drawing tickets. Gate 7 a.m., race 8:30. Mail entry (includes gate fee) $15 Sptsmn, $25 Pro; deadline Oct. 25. Post entry: gate fee + $15 Sptsmn, $32 Pro. Info 714/245-7339, 246-6109.

SRA CALIFORNIA GP
SRA Black Cat GP. Indian Dunes Cycle Park, Valencia, CA. On Hwy 126, 2 mi. west of I-5. All classes. 20% troph., finisher pins. Vet-Sr & 0-80cc prac. & race in a.m. 81-Open prac. & race in p.m. Entry $12 mail, $15 post, non-memb. add $1. Info 714/828-1358.

AMA D-38 CALIFORNIA COSTUME CHASE
The Wild Wizard Costume Chase. Ancient dry lake, arrowed from Dunaway Rd, CA. All classes. Mugs for all finishers, Disneyland Trip Grand Prize goes to rider with best costume. Costumed riders leave start first! 90 miles, 2 loops. D-38 memb. not req'd. Proof of age or parent's notorized release req'd. No proof of class, ride expert. Sign up Oct. 30 6-8 p.m. or Oct. 31 at 7 a.m., rider's meeting 8:30, start 9. Entry $12. Tankslappers M.C. Info 714/423-7241.

AMA D-36 MARYSVILLE MX
"E" St. Bridge Track, Marysville, CA. Hwy 70 to N. Beale Rd (at south city limit), then go over levee on Shad Rd. All classes. Run rain or shine, pits sheltered by bridge. No riding the day before race. Parts in the Pits. Free camping. Gate 6:30 a.m., sign up 7, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child, under-6 free. Info 916/695-2727 (promoter), 695-2088 (D-36 Official).

NMA CALIFORNIA MX

NMA FALL NATIONAL #1
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. 50-250cc classes. 30% troph., Pro p.b. Gate 6:30 a.m., prac. 8, race 9:30. National Motosport Association, P.O. Box 46, Norwalk, CA, 90650. Call for entry forms/info 213/868-8112.

AFM CALIFORNIA ROAD RACE
4-hour Enduro Road Race. Sears Point Raceway, Hwys 37 & 121, Sonoma, CA. Superstreet 250-Open classes. 4 hours, approx. 120 laps for an approx. total of 300 miles. Last AFM North Season race. Gate 8 a.m., prac. 9, race 11. Info 707/938-8448.

R.A.C.E. CALIFORNIA GP
7th Annual Great Pumpkin GP. Corona Raceway, Corona, CA. Info 714/689-1913, 735-1705.

OKLAHOMA MOORELAND MX
On Hwy 50, 7.3 miles north of Mooreland, OK. All classes. 150% Expert p.b., nice troph. One mile track over natural terrain. Birth certificate req'd for all Mini riders. Gate 8 a.m., prac 9:30, race 11. Entry $6 Sptsmn, $20 Ex, $4 watch. Country Moto Cross, Inc. Info 405/994-2533, 944-9345 (trackside).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates opne 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

Nov. 2-6

S.C.O.R.E. BAJA 1000
Pernod/S.C.O.R.E. Baja 1000. Ensenada to La Paz, Mexico. S.C.O.R.E. International, 31356 Via Colinas, Suite 111, Westlake Village, CA, 91362. Info 213/889-9216.

November 5

CALIFORNIA SWAP MEET
National Orange Showgrounds, I-15E to Orange Show Rd exit, San Bernardino, CA. Open 6-10 p.m. Free parking. 1000s of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 and prime space $25, motorcyles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-2034 (24 hr).

Nov. 5-7

MOTORCYCLE DEALERNEWS MOTORCYCLE & ACCESSORY EXPO
Anaheim Convention Center, southern CA. The largest Motorcycle and Accessory Consumer Expo in the U.S. Over 100,000 sq. feet of exhibit space. Live bands, special demonstrations, drawings and season preview of '83 models. Open: Fri. 6-10 p.m.; Sat. noon-10 p.m.; Sun. noon-6 p.m. Entry $5, child-under-six free. Info 213/ 787-3497, 760-0169.

November 6

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 ENDURO
36th Annual Cowbell Enduro. Lake Pillsbury, CA. All classes. Finisher pins. Campground at lake. 100 mi. course. Pre-entry $16, post $20, 3-man team $3 extra. Send SASE for entry form to: Hayward Motorcycle Club, c/o Walt Peterson, 729 Garin Ave, Hayward, CA, 94544. Info 415/ 489-8437 (Walt), 651-6413 (Dick).

AMA SUPERCROSS FINAL
Wrangler Supercross Series, Round 12, Miller High Life Supercross Final. Jack Murphy Stadium, San Diego, CA. For the first time, the track will go up into the stands, across the concorse under the scoreboard and catapult back down onto the field. Stadium Motorsports. Info 714/494-9484.

NMA CALIFORNIA MX
NMA Fall National #2. Barona Oaks Raceway, Poway, CA. 50-250cc classes. 30% troph., Pro p.b. Gate 6:30 a.m., prac. 8, race 9:30. National Motosport Association, P.O. Box 46, Norwalk, CA, 90650. Call for entry forms/info 213/868-8112.

CALIFORNIA ST
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, to Hills Ferry Rd & River Rd. All classes incl. Minis & Semi Pro. 75% Semi Pro p.b. Hills Ferry Speedway season finale. Rain date Nov. 13. Gate 3 p.m., prac. 4. Entry $10. Watch $4 adult, $1 child. Info 408/463-0548, 209/862-3453.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Nov. 6-7

AMA TEXAS DRAGS
Houston, TX. Part of AMA National and Regional Championship. Info 315/735-1661.

GWV CALIFORNIA MX
On Hwy 8 at Live Oak Springs Rd exit, 35 min. east of El Cajon, CA. All classes except Minis. 50% Pro p.b., 2 troph./Sptsmn class. Ridng all day Sat., free O/N camping. 1 mi. course. Pros 15 laps, Sptsmn 10. Sat: gate & tech. starts 8 a.m., prac. 9-6 p.m. Sun: prac. & qualifying 9-11 a.m., elim. noon to 6 p.m. Entry free to Sptsmn, $100 Pros. GWV Enterprises. Info 714/692-0552 (8-5), 275-5187 (recording).

ARRA CALIFORNIA RR
Willow Springs Raceway, CA. American Road Racing Association, 220 West Carrillo St., #3, Santa Barbara, CA, 93101. Info 805/966-5700.

November 7

ADRA ARIZONA DESERT RACE
8th Annual Vulture Mine 100. The Arizona Desert Racing Association, 1408 E. Granada Rd., Phoenix, AZ, 85006. Info 602/252-1900.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

AMA KANSAS MX
Coffeyville, KS. 2 miles east of Hwy 166/169 junct. All classes. 30 % p.b. on troph., 150% Ex p.b. 17-and-under need notarized permission from parent. 3 number plates, silencer and proper riding gear req'd. Prac. 9:30 a.m., race 12. Entry $8 Sptsmn, $15 Ex. Watch $3, kids 6-and-under free. Cherokee MX, Rt. 2, Box 235, Coffeyville, KS, 67337. Info 316/251-1116.

AMA D-37 ENDURO
Bad Mountain enduro. Gorman, CA. All classes. 1st loop laid out with C rider in mind. Loop 2 is all new course in Hungry Valley. Entry: $17 C; $19 B; add $4 for post-entry; add $1 for 3-man team. Drawing Oct. 12. Mail SASE for entry form to Checkpoint Motorcycle Club, c/o Garner Palenske, 1649 "C" Via Mirada, Fullerton, CA, 92633. Info 213/943-6357 (Bob), 843-8478 (Ron), 691-4186 (Grant).

CMC CALIFORNIA MX
Race 2 of Ghost Rider Series. Sunrise Valley Cycle Park, Adelanto, CA. All classes. Troph. to Sptsmn, $120 min. Pro purse/moto (+ $1,000 overall, total 3 races), special prize Yamaha Vision. Riders get free Vision drawing ticket with entry, spectators may buy drawing tickets. Gate 7 a.m., race 8:30. Mail entry (incl. gate fee) $15 Sptsmn, $25 Pro; deadline Oct. 25. Post entry: gate fee + $15 Sptsmn, $32 Pro. Info 714/245-7339, 246-6109.

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

CRC AMATEUR SUPERCROSS
Jack Murphy Stadium, San Diego, CA. All classes. 3 foot Sptsmn troph., $1,500 Pro purse. Ride the same course the Pros did Nov. 6. Limited entry, must qualify (one race does it). California Racing Club. Info 213/830-7519.

AMA D-36 HARE SCRAMBLES
Wilseyville Hare Scrambles. Schaad's Resort, Wilseyville CA. Limed from Jackson & Mokelumne Hill. All classes. Stickers, special finisher pins. Approx. 12 mi. of hills, water crossings & wide trails through the pines. Souvenir T-shirts & hats on sale at event. Am-Ex sign up 7-9 a.m., race 9-10:30. Vet-OT sign up 9-11, race 11-12:30. Nov sign up 11-1 p.m., race 1-2:30. Mail entry $18, post $23. Blue Mountain Timber Wolves M.C. Info 209/267-0011.

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All classes. 30% troph. New Stadium MX track! Filmed for TV. Triple AME points. 1983 memb. avail. Gate 7 a.m., prac. 8, race 9. Entry: Sptsmn $15 mail, $20 post, $40 special for 10/24, 11/7 & 11/14; Pro $20 mail, $35 post; AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/ 881-5778.

AMA D-36 MOTO—ONE MX
Redding, CA. Hwy 44 east to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes. Troph. & 100% Pro p.b. O/N parking, breakfast & lunch avail. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Moto-One, Inc. Info 916/223-5600, 221-3118.

AMA D-36 ARGYLL MX
Argyll MX park, on Hwy 113, 11 mi. south of Dixon, CA. All D-36 classes + Seniors (25-30) & Dinosaur. 100% Semi Pro p.b., bonus troph. New rebuilt track. Parts in the Pits. No pit riding, dogs or bicycles. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Semi Pro. Boss MX. Info 209/529-0923.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

CALIFORNIA DE ANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. $6 gate plus entry $9. Pros $13, non-memb. adds $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/ 653-8068, 5840, 7979.

Road Runs

October 17

CALIFORNIA POKER RUN
Los Padres Poker Run. Templeton, CA. Frwy 101 25 mi. north of San Luis Obispo, Vineyard Dr. exit to Templeton Park. Troph. & participant pins. 60-75 mi., Santa Maria style BBQ & live entertainment after run. Register & start 9 a.m. to noon. Entry $8.50 (incl. BBQ). Central Coast Motorcycle Association. Info 805/541-1741 (Gary).

October 30

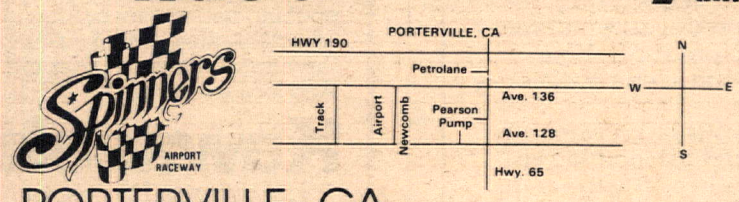
ROSAMOND SUZUKI ROAD RUN
Benefit for School Sports Program. Rosamond, CA. On Antelope Valley Frwy (14), 11 mi. north of Lancaster, 13 mi. south of Mojave. 50/50 drawing, prizes ea. check point. Starter patch & pin. Sponsored by Rosamond Sports Boosters & Coors. Start 6-10 a.m., Rosamond Suzuki, 2665 Diamond St., Rosamond CA. Entry $10 tax-deductable donation. Info 805/ 256-2679, 2045, 4266.

November 7

CALIFORNIA BRITISH ROAD RUN
Hansen Dam Park, off Frwy 210, near Pacoima, CA. If you wish to exhibit in Antique British Motorcycle display, contact Pat in advance. 75 mi. scenic desert & mountain course. Free soda & hotdogs at finish. Pins for all entrants. Start 9:30 a.m., finish 3 p.m. (approx.). No entry fee. Info 213/747-0800 (Pat, x212), 714/996-8200 (Gary).

November 14

SOUTHERN CALIFORNIA TURKEY RUN
Second Annual GWRRA Turkey Run. San Bernardino, CA. Troph. for concurrent bike show, pins, $7500 worth of door prizes; grand prize Honda ATC185. Secret route for 125 mi. Free coffee & donuts at sign up, Harrison Reno Honda, 208 E. Baseline, San Bernardino, CA. Sign up 8-10 a.m. Info 714/883-6653 (Les).

PORTERVILLE, CA.
OCT. 17, 1982 SUNDAY
C.M.C.
MOTOCROSS
Gate — 6:30 am
Practice — 8 am
Race — 9 am


PORTERVILLE, CA

7th Annual
GREAT PUMPKIN GRAND PRIX
Sunday, October 31
R.A.C.E. CORONA RACEWAY R.A.C.E.

Great Plains Roadracers Association
Presents the
HALLOWEEN BASH
AMA Amateur Race
Hallett Motor Racing Circuit — Hallett, Oklahoma
Sunday, October 31, 1982
GPRA
GREAT PLAINS ROADRACING ASSOCIATION TULSA
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for information, contact:
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Tulsa, Oklahoma 74105
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or
Hallett Motor Racing Circuit
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Orange County Fairgrounds

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Oct. 24 — Willow Springs
Oct. 31 — Sears Point 4 Hr.
Nov. 14 — Willow Springs
12422 Timber Creek Lane
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SUPERCROSS FINALS
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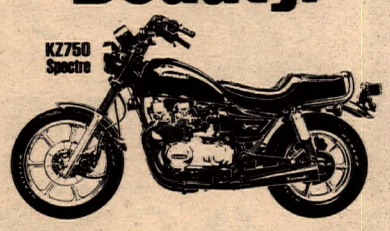

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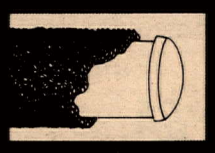

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FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

Next week:

Instant coverage of the grueling Las Vegas to Reno Frontier 500 off-road race

RESULTS

Marysville MX "E" Street Track Marysville, CA Sept. 26, 1982 By Ramie T. Sexton

250 EX	
Dave Coupe	Suz
Randy Losh	Mai
Tom Odekirk	Suz
250 JR	
Howard Ross	Suz
Al Rolls	Yam
Robert Carrel	Yam
250 NOV	
Matt Itamura	Mai
Melvin Bauman	Suz
Curtis Dias	Suz
OPEN EX	
Randy Losh	Mai
Allen Berluti	Hus
Ed Marchini	Mai
OPEN JR	
Robert Stone	Hon
Colin MacDonald	Yam
Stan Smith	Yam
OPEN NOV	
David Drawdy	C-A
Russ Boehm	Mai
John Madrid	Suz
125 EX	
Tim Aston	Kaw
Ed Minton	Suz
Michael Whalen	Yam
125 JR	
Thomas Dalziel	Yam
Terry Callahan	Suz
Tim Rosenburg	Suz
125 NOV	
Woody Russell	Suz
Mark Ernst	
Nick DeBella	Suz
OT EX	
Jim Saitone	Hon
Richard Schillin	Mai
Bill McClinton	
OT JR	
Jim Hughes	Mai
Steve Johnson	Hus
Charlie Sexton	Yam
OT NOV	
Dick Milani	Mai
Terri Taylor	Yam
Ralph Thomure	Kaw
VET EX	
Charlie Smart	Yam
Scott Davis	Mai
Buzz Presser	Mai
VET JR	
Ken Shepp	Yam
Richard Smith	Suz
Domond Lee	Suz
VET NOV	
Charles Calaro	Kaw
Phillip Lewrin	Kaw
WOMEN EX	
Pam MacDonald	Yam
Pam Wahl	Hon
WOMEN JR	
Tracy Gallo	Hon
WOMEN NOV	
Dawnita Farris	Suz
Liz Taylor	Yam
Frankie Hartnett	Hon
60 NOV	
Rodney Elliott	Yam
80 MINI NOV	
Jonathon King	Yam
Mark Lengner	Yam
Jeff Finch	Suz
80 MINI JR	
Chad Kay	Kaw
Scott McElroy	Suz
Sean Duncan	Kaw
80 MINI EX	
Randy Kay	Kaw
Don Church	Kaw
John Hicks	Yam

AMA D-36 Mini Black Plate Point Standings as of Aug. 31, 1982 By Bill Spencer

Winkie Freitas	182
Tom Carriger	81
Mike Macedo	63
Steven Mayfield	61
Kelley Fischer	50
Ronnie Hayes	48
Jeff Pestana	45
Jeremy Chisum	28
Danny Cahoon	14

AMA D-37 Veteran Desert Point Standings as of June 27, 1982 By Jim Main

Jim Bringhurst	2390
Ron Hall	2040
Larry Gorden	1900
Ray Waldbaum	1430
Tom Holms	1300
Eddie Whiteside	1070
Russ Jones	970
Ron Paproski	945
Joe Sheehy	860
David W. Kersting	770
Pete Andelman	710
Cleyon Loonsfoot	695
Lester K. Stiffler	680
Jeff Carmein	640
Arthur R. Short	610
George Loren	595
Don Huddleston	580
Jim Hurby	500
Tom Gowing	470
Robert Huff	440

AMA Enduro 1982 National Point Standings after 11 rounds

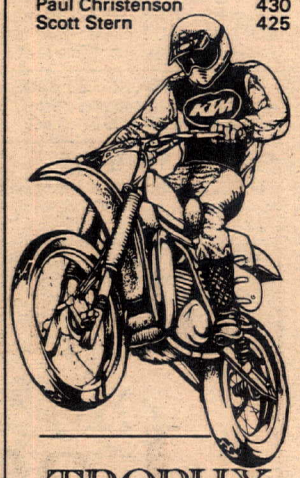
Terry Cunningham	218
Mike Melton	206
Fritz Kadlec	177
Jack Penton	173
John Martin	172
Mark Hyde	163
Drew Smith	144
John Fero	107
Jeff Fredette	106
Darryl Kuenzer	101
David Bertram	96
Ron Ribolzi	65
Kevin Hines	58
Jeff Irwin	55
Tom Webb	39
Jeff Henning	33
Matt Cullins	31
Larry Roeseler	30
Alan Randt	30
Mike Keen	27
Rick Scharphorn	23
Rod Bush	22
Rick Munyon	21
Wally Wilson	19
John Miller	18
George Hendrix	16
Ed Keen	14
Wayne Smith	14
Wayne Beindorf	14

PIR MX Portland, OR Sept. 16, 1982 By Brian Barnes

PP	
Julie Hiersche	Yam
Tricia Lyons	Hon
Jill Harteloo	Hon
PEE WEE JR	
Marlin Hanson	Suz
Travis Markell	Yam
Matthew Schweitzer	Hon
PEE WEE INT	
Britt Woodring	Yam
Justin Stanning	Yam
Danny Kishpaugh	Yam
PEE WEE EX	
Chad Kishpaugh	Yam
Geoff Goldspink	Yam
Jason McCormick	Yam
MINI INT	
Mike Crowell	Yam
MINI EX	
Darren Rogers	Yam
Dawn Piazza	Yam
Mark Schonberger	Kaw
MINI JR	
Tim Underwood	Yam
Kurtis Rogstad	Yam
Ernest Roberts	Yam
100 JR	
Jeff Miles	Yam
100 INT	
Dan Cook	Yam
Martin Hansen	Yam
Danny Voyles	Yam
125 JR DIV 1	
David Fox	Yam
Rich Justice	Suz
Scott Schour	Yam
125 JR DIV 2	
Kerry Ovall	Hon
Ron Robinson	Suz
Joe Becker	Suz
125 INT	
Richie B. Lee	Yam
Craig Timm	Hon
Dell Smith	Yam
125 EX	
Mike Klettke	Suz
Mike Lee	Yam
Grayson Hart	Yam
125 PRO	
Sir James Anderson	Yam
Tim Michlitsch	Kaw
Ted Holt	Suz
250 JR DIV 1	
Jay Vice	Hon
Monte Bloemke	Hon
Dallas Johnson	Yam
250 JR DIV 2	
Brent Bauer	Hon
Jack Monteith	Yam
Terry Davis	Kaw
250 INT	
Dave Eakin	Hon
Kyle Hall	Hon
Dennis Sweeten	Kaw
250 PRO	
Tim Michlitsch	Kaw
Rick Burgett	Yam
Randy Hubbard	Suz
OPEN JR	
Jeff Younce	Yam
Jeff Reed	Hus
Roger Knight	Yam
OPEN INT	
Bill Cop	Suz
Dave Cotter	Yam
Lee Lavely	Hus
OTH NOV	
Jack Monteith	Yam
Rod Rainey	Suz
Richard Duncan	Kaw
OTH INT	
Bill Cummings	Yam
Jeff Younce	Yam
John Foeckler	Suz
OTH EX	
Dave Eakin	Hon
Mark Ruple	Yam
Jim Parks	Yam
OT NOV	
Richard Abrams	Yam
OT INT	
Jerry Hiersche	Kaw
David Gallaway	KTM
OT EX	
Larry Sause	Hon
Gary Bonds	Hus
Bob Knox	Yam
MT SCOTT	
Bob Knox	Yam
Richard Jagow	Yam
Dean Scheper	Yam

AMA D-37 Division One Point Standings as of Aug. 8, 1982 By Jim Main

Steve Zollinger	2690
Ted Hunnicutt	2520
Ray Conway	1875
Rus Kurisu	1850
Mike Fitzgerald	1650
Darren Kelsey	1340
Steve Webb	1330
Charlie Inman	1150
Larry Brown	1140
Scott Postma	1060
Steven Knapp	925
Ron Hetherington Jr.	880
Dale Criske	875
Cliff Thomas	850
Mitch Berger	800
Troy Swafford	745
Kip Wood	715
Andy Mathews	700
Byron Stathan	690
Charles Barney	650
Joe Jesseph	645
Dan Ashcraft	600
Grant Colbert	575
Doug Winchell	520
Dan Seagondollar	510
Gary Gilpin	490
Jeff Vaughn	460
Brian Shedd	455
Paul Christenson	430
Scott Stern	425



TROPHY PICKUP

Trophies from the Prairie Dogs race on Aug. 15, may be picked up at the Dist. meet on Oct. 7 and at the 100's race on Oct. 24. After that you may contact Phil Gorgone at (213) 333-8435. (38/40)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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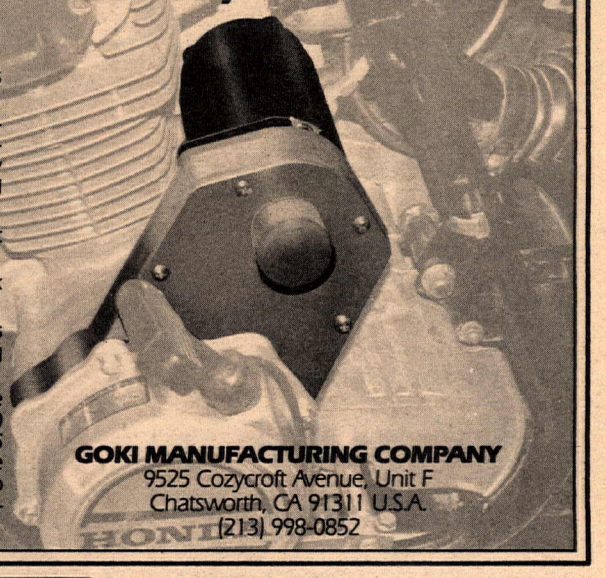

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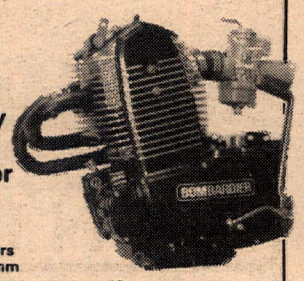

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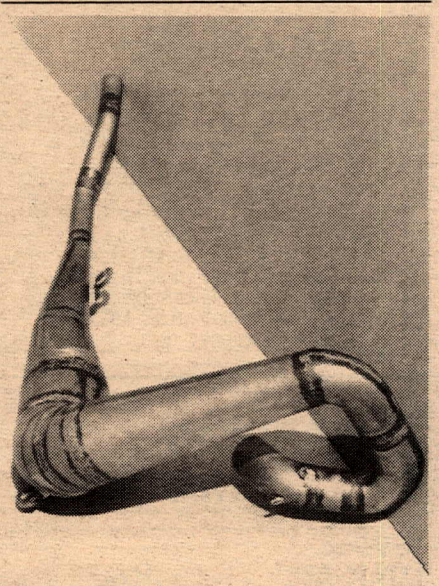

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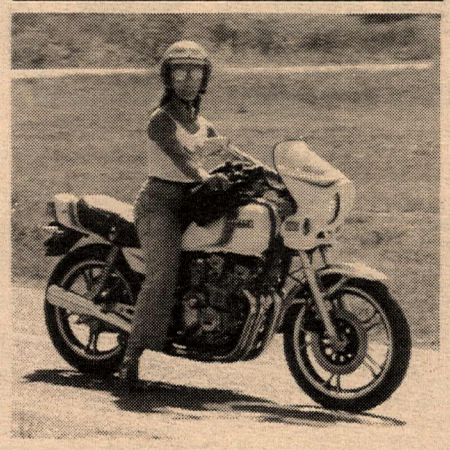

'81 Seca 550
Completely stock Yamaha 550 sport bike. $1,995. Jim & Jim's, Inc. (707) 996-7027. (539/42)

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Two 1982 125KX Kawasaki's
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New '82 KTM 250
New condition, $2100. Call & ask for Gary (505) 722-6589. (140)

RACER'S T-SHIRTS #1: S, M, L, XL. $7.50. Free catalogs. T-SHIRT COUNTRY, Box 826, Hewitt, NJ 07421. (139E)

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My thanks to Hap Jones/Avon tyres and West Coast British for 2nd. at Laguna and 3rd. at Sears in BOTT. My 750 Triumph goes faster on Avon's! See you in 1983 season. Mike (140)

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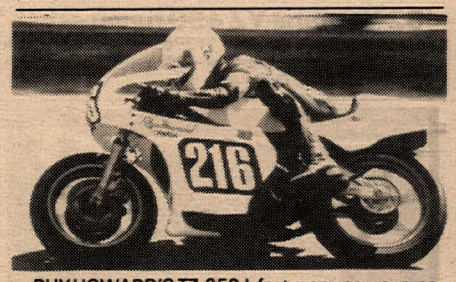
Tricked out, '82 kit, asking $300. 8-5 (714) 527-6520, ask for Bill. (140/41)

1979 YZ125 Yamaha $650
Must sell. 8-5 (714) 527-6520, ask for Bill. (140/41)

SEE JEB'S HELMETS, SPEEDMODE leathers, Lucchinelli gloves, etc. at the Anaheim Motorcycle Expo, Nov. 5-7 or write for catalog, $1.00. QUADRIFOGLIO, 5745 North 11th. St., Phoenix, AZ 85014. (602) 265-5846. (340/41E)



RHY HOWARD'S TZ-250J, fast many new spares, $5000. (604) 987-6930. (340E)

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MX/Enduro, Ceet, VDO, excellent condition, $950. 8-5 (714) 527-6520, ask for Bill. (140/41)

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Self contained chassis type unit. Roll bike on, lock it up, run it up, 2 minute set up. Eddy current back E.M.F. power brake absorption, no water needed, only hooks ups needed, 220v. 10 amp line & air feed. $12,000. J. Nassh, 52 Saw Mill Road, West Haven, CT 06516. Phone (203) 934-4016, 9-6 Eastern time only. (140/41E)

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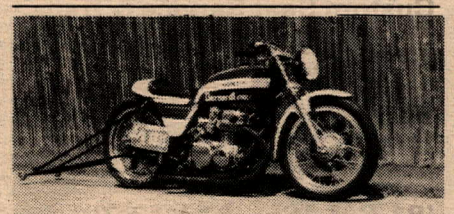

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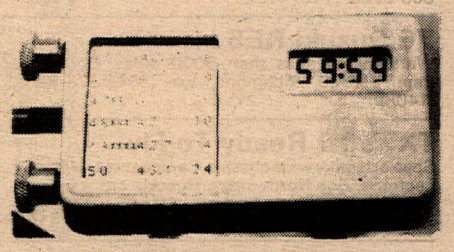
4,108 miles, excellent condition, $4000. (414) 494-5256. (240/42)



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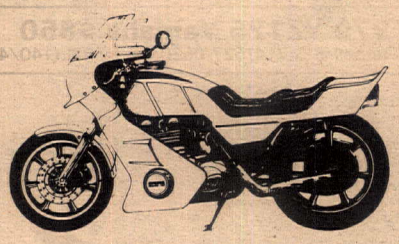
Many extras, excellent condition. Call (714) 640-7212, ask for Ian. (340/420



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Perfect condition, Works suspension, two shocks, new ported cylinder, Wheelsmith pipe, plus many more extras and spares. Moving, must sell, $1500. (213) 255-8171. (139/40)

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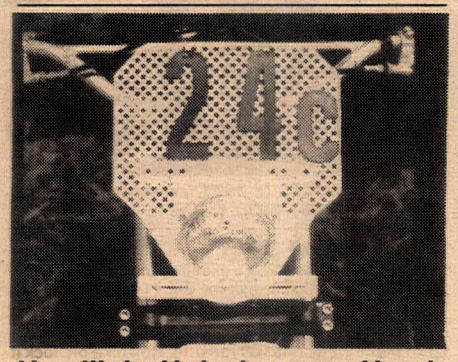

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'81 RM 465, '81 YZ250
RM has boost bottle, Twin-Air, Answer bars, new Metzeler rear, K139 front. Suspension revalved by Staten. Many spare parts and extras. Fast, ready to race. $1200. YZ has DG porting and revalved suspension by Staten. Handles and runs great! $950. (714) 688-1296. (339/40)

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Any person that might have results from 1975 and 1976 Great Bear Grand Prix will be greatly appreciated if he would call (714) 354-7148. O.C.M.C. cannot produce what I need. It's worth at least a beer? (140/41)

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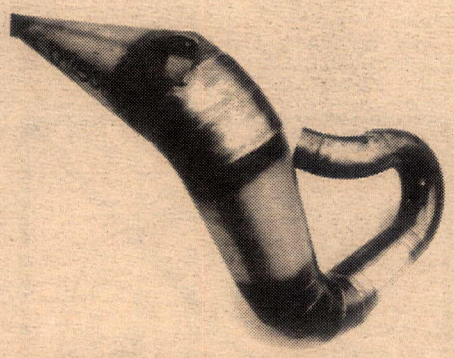

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Hand formed "Works" style pipe, like the Suzuki Supercross bikes. Routed 2" higher, increases power and durability over any stock or stamped pipe on the market today. Reed kits, airboxes, fork kits and dyno flow porting also available. CROTCH ROCKET FACTORY (805) 683-1426. RM125 engine tricks also in stock. (239/40E)

YZ-250 Yamaha 1977
Runs strong and fast, White Bros. monoshock, clean and reliable, extras. $595 OBO. (714) 957-0566. (140/41)

LEATHERS WANTED: ROAD RACE, 6'1", 170 lb., cash. (916) 344-2972. (140/41)

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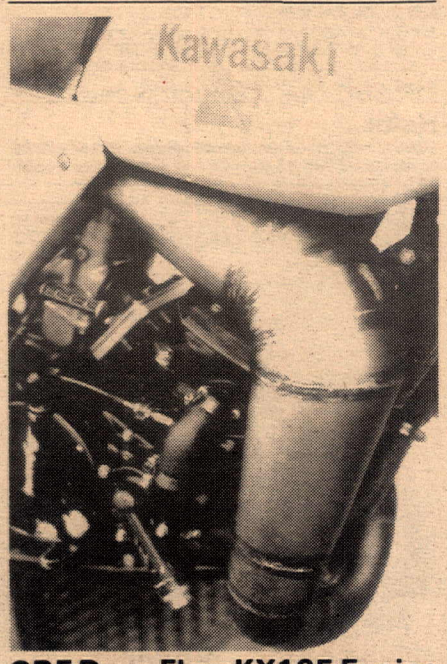
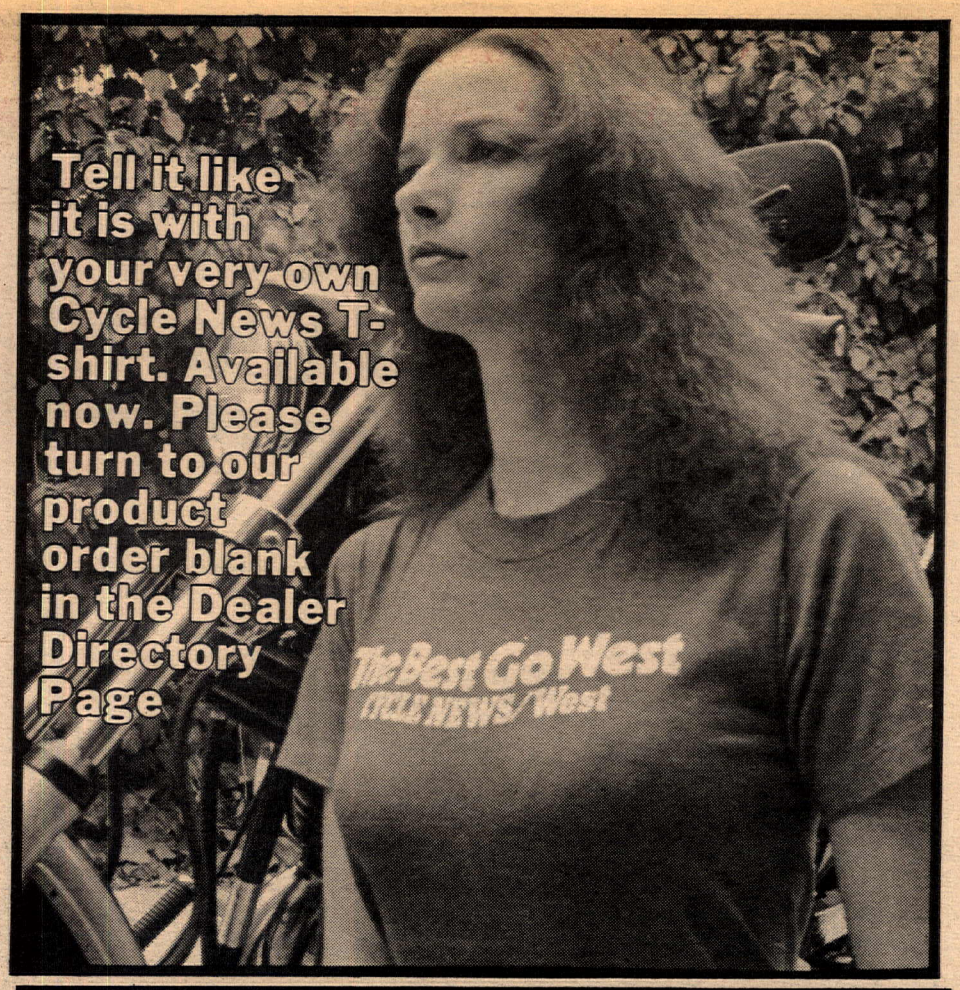


CRF Dyno Flow KX125 Engine Kit
ROCKET PIPE: hand formed "Works Pipe" tucks in tighter and increases low & top end power, $135. 8 PETAL REED: 2 H.P. bolt on increase. Fits '83 KX also, $75. Other KX tricks, Ram Airboxes, $75. 36mm carbs $89, dyno flow porting & head mod, Terry kits, Works fork protectors and more. CROTCH ROCKET FACTORY, (805) 683-1426. (239/40E)



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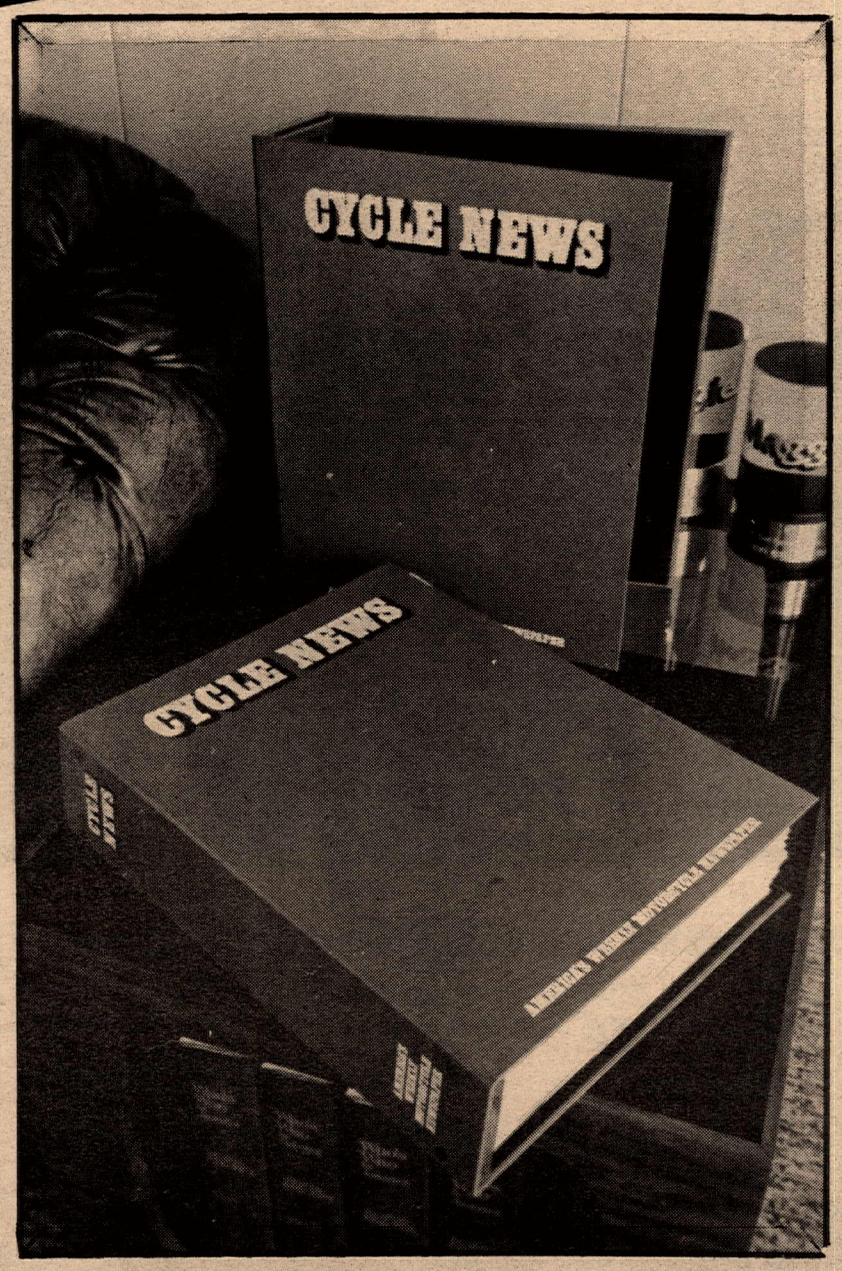

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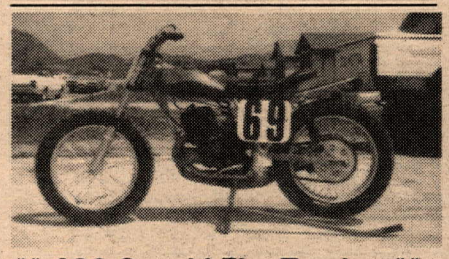

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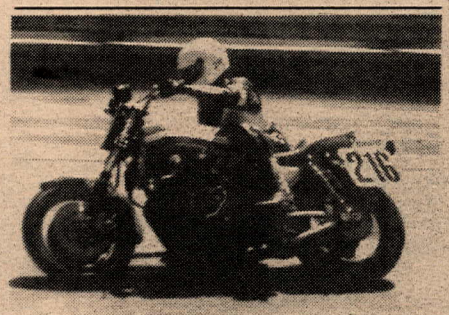

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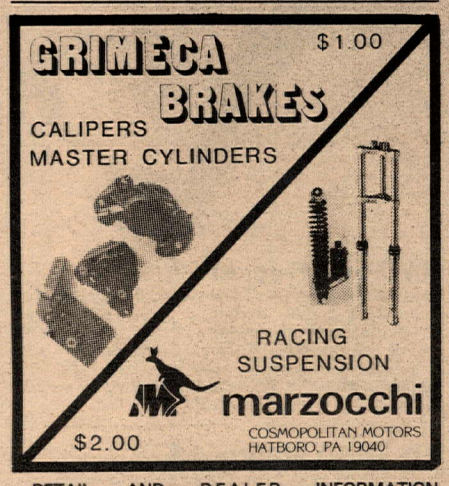

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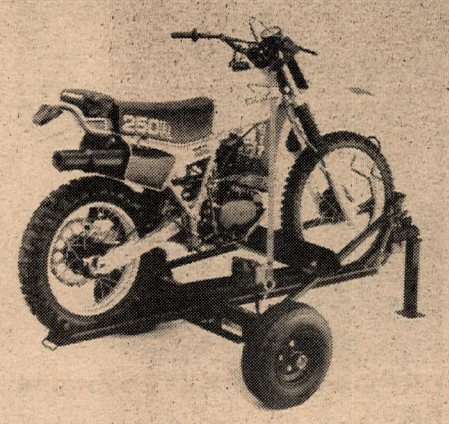

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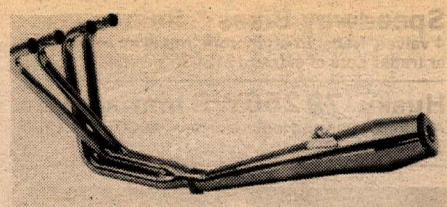

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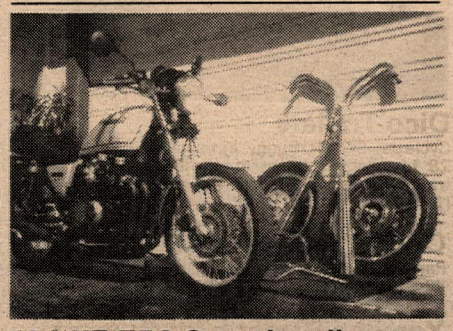

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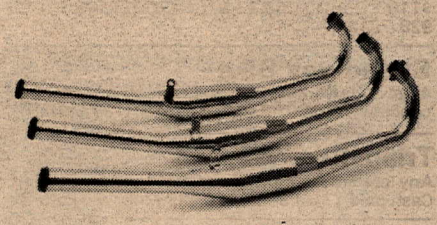

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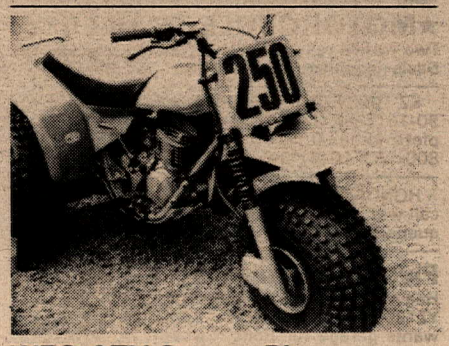

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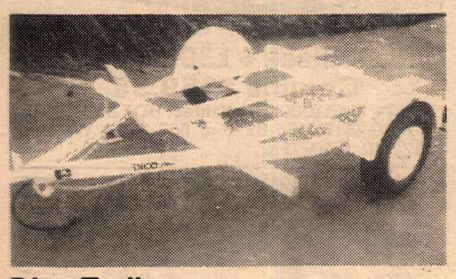

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KZ 1000 LTD TIRES, Goodyear Eagles, A/T MT, 90-16T rear, G/T ML 90-19 front, $30 each; complete exhaust $100; four carburetors $100; 800x16.5 10 ply tires $25. (213) 376-4754. (140)

HONDA SUPER HAWK PARTS for sale. Write or call with wants. CB77, Box 994, Truth or Consequences, NM 87901. (505) 894-2408. (140E)

Five Rail Trailer & YZ 125
Heavy duty trailer with large storage — $475. 1980 YZ125 excellent condition, $550. Got to sell, wife wants garage for Rolls Royce. (714) 998-2618. (140)

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$3865, 3.7 miles, selling as used. Washington Dealers sell for less! (206) 577-8338. (240/41)

AMERICAN MOTORCYCLE SCHOOLS
Start an exciting career as a: MOTORCYCLE MECHANIC. THE CALIFORNIA SCHOOL OF THE PROFESSIONALS. Residence or Home study. If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional... CALL TOLL FREE 1-(800) 423-4678.... Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (202/TFN)

Maico, Montesa Parts Sales, Service
Daily UPS, motocross accessories, Ohlins, boring, crank rebuilding, all makes. THE GREAT ESCAPE, 4454 Bull Valley, McHenry, IL 60050. (815) 385-8110. (104/TFNE)

'82 YZ490J Yamaha
Sun rims, Meryl's spokes, Metzeler tires. Very clean, low hours. Injury forces sale, $1300 OBO. (213) 377-8139. (335/42)

COMPLETE TURBOCHARGER KIT, RB Racing, fits Yamaha XS 11 std. Call between 9:00-6:00 Pacific Time for details. (714) 524-1205 Ext. 255. (440E)

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New tires, Sun rims, new piston, Boyesen reeds, w/riding gear, $1375. (714) 737-9696. (340/41)

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Our lightweight, wind cheating, easy mounting Rifle fairing fits all the new hard to fit bikes, like Sabre, Vision, Seca etc. $186. retail. Contact Brenda at RIFLE, 767 Francis, San Luis Obispo, CA 93401. (805) 544-0414. (223/38)

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★ KTM ★ KTM ★ KTM ★
SALES — SERVICE — PARTS — MAIL ORDER SERVICE! Ohlin shocks dealer. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (29/TFN)

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Laydown chassis funnybike, 90 inch W.B. Mitchell wheels, Kosman brakes, Crowerglide clutch, Aviad oil pump, N_2O system. Spare engine, rear wheel, lots of parts, gaskets, etc. Needs trans and injectors. $11,000 invested, must sell! Asking $5,000 or best offer. Pat Miller (713) 680-9778. (339/42E)

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Excellent condition, $600. Jeff (714) 375-7298. (340/41)

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Full factory engine and best of all products, spares too many to list. Contact Ron Preston for the once-in-a-life deal. Selling all bikes and parts. (714) 270-6450 or (714) 638-5951. (139/40E)

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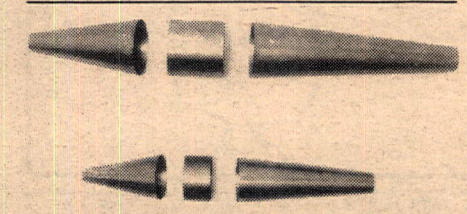
Excellent condition, has all the TRICKS! Call Larry at DG Performance for all the details. (714) 630-5471 or 960-0201 after 5 p.m. (237/TFN)



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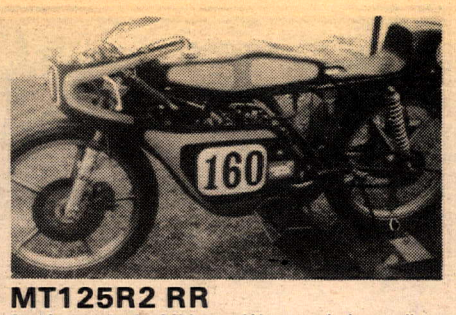
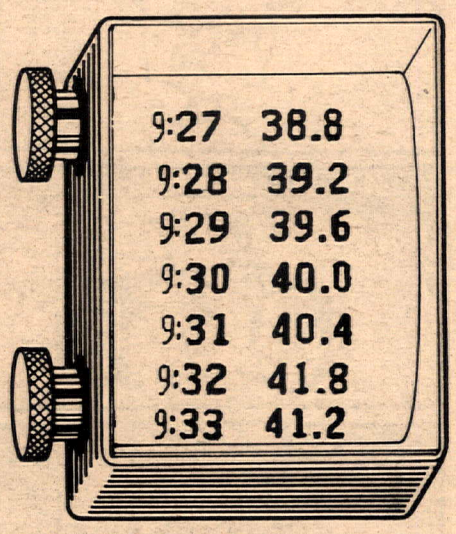
Build your own pipe or start a pipe business like many others have using parts supplied by AIRCONE. Send or call your dimensions to: AIRCONE, INC., 5901 Emerald, Las Vegas, NV 89122. (702) 456-4177. (28/TFN)



MT125R2 RR
2nd fastest in the Midwest. Watercooled, rear disc, Campagnola wheels, different glass. Many trick iems, spares. $1,950. (414) 332-3976. (339/40E)

Trade GS750 for DB + Cash
Need to trade street bike for dirt bike. Need cash to fix my truck for Christmas. Prefer XR Honda, any displacement or Suzuki DR 400. Consider other 4-stroke or newer 2-stroke MX & Enduro bikes. My street bike, 750/4 Suzuki has fresh motor, tires, battery. Looks & rides xInt. Looks stock, but detailed. Needs speedo & cables to be showroom. Call evenings and keep trying. Karel (213) 493-4636. (538/41)



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Roll chart holder, available in Blue, Yellow, Red, White, Green. $19.95. Purchase one from your dealer after Oct. 1, send us proof of purchase and header card by Oct. 31, and we will send you $5.00. COUNT DOWN (213) 348-8381. (238 & 40E)

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Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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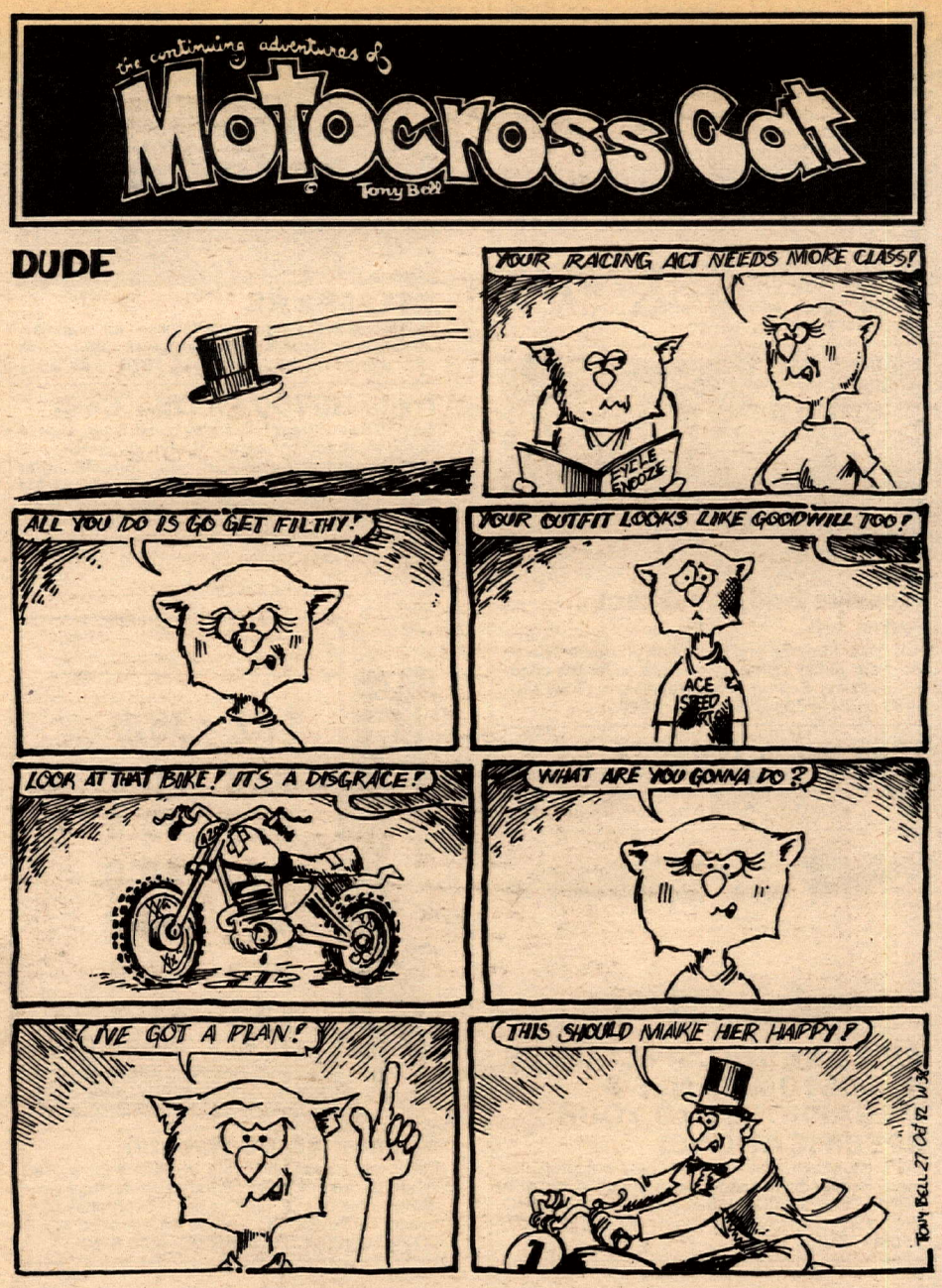

2 KX250's for the price of 1
$1350 cash buys 1982 KX250 and 1980 KX250. Both bikes in top condition. Let's deal. (714) 877-2789. (139/40)

C&J TT Yamaha Stroker
600cc fresh motor, new 43mm forks, piggyback Ohlins, H.D. spokes, much more. $1800. Also 465 Yamaha set up for class 'C', 27 degree rake, lowered, disc brake, many extras, $1500. (213) 377-0622, eve. 530-6173. (139/40)

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Wanted: Norton Prod. Road Racer
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Six cylinder E-150, auto, $4200. Call Steve or Al (714) 546-5525 or 552-1728. (339/40)

Wanted Racing Leathers
For 5'10", 200 lb. body, need now! Auburn, CA (916) 663-2055 days; 652-5116 eves. (139/40)

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We manufacture the finest, most attractive trailers anywhere! Send for brochures & prices of our many list options. MAIN OFFICE: 30629 Old Rd., Castaic, CA 91310 (L.A. area) (805) 257-3322, or 7861 N.E. Day Rd., Bainbridge Island, WA 98110, (206) 842-5648, (Seattle area). (239/TFN/E)

1980 Yamaha YZ250 only $400
Bike is complete except engine and pipe. White Bros. mono, new tires. Never raced, I will sell as is or buy an engine to fit. Also have a 1982 Italjet 350T trials bike. Brand new, make offer. (714) 553-8113. (338/40)

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Very clean, $995. (213) 784-8151. (139/40)

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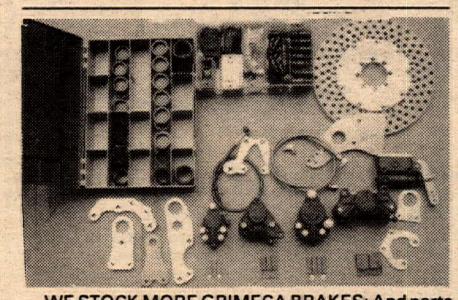
Jawa 4 valve, race ready, $2000 OBO. (714) 546-2729. (139/49)

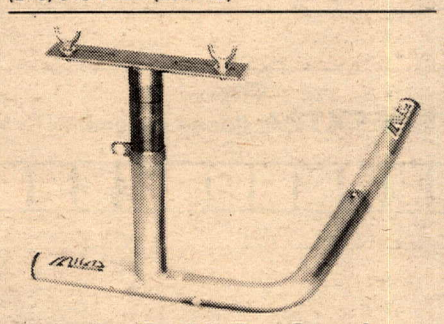
1977 Yamaha RD 400
TZ fairing, Turner pipes & porting, TZ reeds, 32mm carbs, K&N's, fresh rebuilt top & bottom end, new rebuilt crank, milled Webco heads, Morris mags, Barnett clutch, elect. ign., xlnt. cond., must see to appreciate. $2500/OBO. (213) 862-5263. (139/40)



WE STOCK MORE GRIMECA BRAKES: And parts than everybody else combined. I won't list them separately but we have all the complete units as well as all spare parts and mounting hardware kits. NEIL KEEN PERFORMANCE ACCESSORIES (314) 426-6959 or CHARLES CHAPPLE (313) 629-6921. (236/39E)

Racing Leathers Save 50%
Top quality leathers in various sizes & colors. Suitable for Speedway — Road Racing — T.T. — Flat Track. Call (213) 962-8355. (134/35)

LARGEST SUPPLY OF MOTORCYCLE accessories and Kawasaki parts. Fast delivery anywhere! (213) 848-6627. (239/42)



Malcolm Smith Pro Stand by Atlas
This stand is fully adjustable to custom fit any bike. The simple height adjustment allows it to be raised from 11 inches to 16 inches. With this lightweight stand you can lift the front or rear wheel as well as rotating your bike 360 degrees. Ideal for front and rear suspension service.
ASK FOR THIS STAND AT YOUR LOCAL DEALER. For additional informtion call (714) 687-1300. SUGGESTED RETAIL $35.95. (236/43E)

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Both bikes in good cond. 125 was wife's bike, 250 works very well in desert. Asking $1600 for both. Don't miss this one! Also YZ80 for sale, good family package. (714) 989-2081. (139/40)

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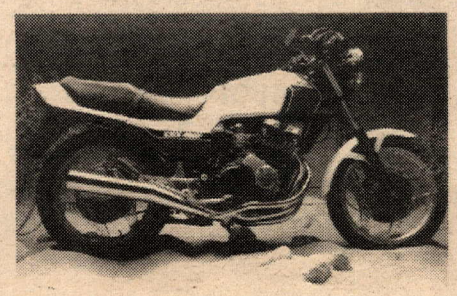
'82 Husqvarna 430 WR
Excellent condition, extras. (714) 996-3241 after 5. (339/40)



CBX 400F KZ-RD Killer
Only one like it in the U.S.! Article on this exact bike in current Cycle Guide magazine. 16 valve, Pro Link, inboard vented discs, red lines at 11,000 RPM. THIS BIKE HAULS ASS and handles great! Serious inquiries only. $3500 or offer. Call DG PERFORMANCE (714) 630-5471. (239/40)

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RGB Suzuki 500cc, one race, spares kit plus, $18,000. Mark 6 Suzuki, ex-Franco Unicini, spares, extra wheels and brakes, $9,000. TZ500 Yamaha rolling chassis, will sell complete ($1,500) or parts. Marzocchi RR forks, new, 38mm, adjustable damp. Gina Bovaird, (401) 245-7234. (139/40E)

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Excellent condition, never down. Will sell stock condition or with extras. Contact Mike Elmore (812) 479-6881, ext. 255, days. (339/40E)

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and keyboard musicians. We invite you to register your skills and services into a North American Data Bank. This new service, for keyboard artists exclusively, will open a market for your music talent. For more info and a questionnaire, write to PIANO PLAYERS (R), 3420 Drummond St. 3, Montreal, Canada H3G 1 Y1. (536/TNF)

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Cranks, pipes, jugs, heads, ignition parts, seats, frame, swingarm, much more. Call or write Gerry Stephan, 13284 C.R. 60, Upper Sandusky, OH 43351. (419) 294-4755. (138/40E)

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ATC 250R Honda $1300
Ridden three times. Mike, after 4:00 (213) 339-9176. (140)

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Over $4000 invested, good for motor & frame parts, still rolls. Best offer. Scott (714) 847-6688. (140)

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1967 BSA A65H Hornet. Good running condition, ready for hare scrambles or vintage road racing. $1195 OBO. (213) 376-8457. (140/41E)

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Low miles, 44mm Fox Forx, $200 Works Perf. mods, w/dual rate springs, alum. muffler w/arrestor, Metzeler. House needs work, $1650 OBO. Must sell. Ask for Dave, days (213) 977-6787; eves/wkends (714) 357-7372. (340)

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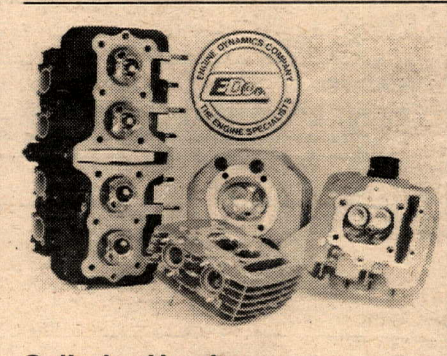
$1000 in extras, new condition, street licensed, $1100. (714) 682-7589. (340/TFN)

'79 RM50 & RM60 $250/$300
Excellent condition, trail ridden only. Days (714) 952-6042; eves (714) 598-2208. (340)

SMUGGLER 15' & 1978 175 YAMAHA Enduro. Call (714) 962-0358. (140)



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For experienced porting, polishing and flow testing, or repair of damage. Call ENGINE DYNAMICS at (707) 763-7519. (223/25/EOI)

'80 Kawasaki KX80 like new
Never raced, runs great. Call (408) 335-9338. (140/41)

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Special year-end sale on high performance alloy EPM wheel kits at remarkable savings. Brand new race-proven EPM wheels in wide competition widths will enhance your bike's handling and appearance. Call for availability and prices. You'll be pleasantly surprised! Call: East: D.E. MACHINA, LTD. (212) 499-4416; West: MATZINGER RACING (714) 755-2939. (239/TFN/EOI)

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New top end, fast & dependable. Looks, runs great. New fenders, safety Ceet. (714) 898-5161. (140)

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Champion frame, ST, TT, HM, many extras, only raced one season. Good novice bike, $1500 firm. (Eves) (206) 643-9019. (139/40)

DALE WALKER'S HP PRODUCTS hole shot performance
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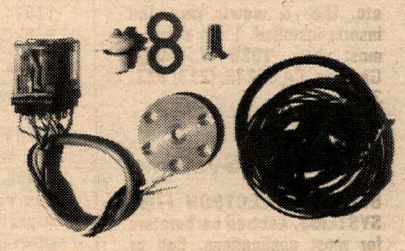

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shift possible? Dale Walker's original Kaw. "Z" and GS Suzuki Electric Shift Kit allows full throttle shifts without touching the clutch. ET improvement up to 4/10's. Perfect for the serious drag racer, road racer and street rider! (Beware of imitations.) Call now DALE WALKER'S HP PRODUCTS, 311 Chestnut St., Santa Cruz, CA 95060. (408) 427-3625. (33/38E)

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Special Edition Magnum, Wheelsmith pipe & fork mods, Pro Circuit built Ohlins, Vets bike, $1300 OBO. (714) 897-5143 after 5:00 p.m. (438/39)

New Yamaha Seca 750cc Motor
With carbs, ignition and more. $800 OBO. Shawn (213) 867-7041 or 925-2162. (140/42)

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Metzeler's, Terry cables, all the latest carb and suspension mods. Like new, $1695. (213) 894-3549. (138/40)

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Excellent condition. Moving, must sell! $1200. (213) 559-7524. (139/40)

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12' long & up. Ramp door, windows, vent. Great for bikes, race cars, utility. Custom orders. Now available at LASSEN CAMPERS MFG., 3678 Charlanne Dr., Redding, CA 96002. (916) 222-5593. (220/23)

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Complete line of control cables * rear brake cables for Husky, Maico, KTM * 9-11 port motors for the winning edge * rear shock service; rebuilt, extend travel, modify dampening * TERRYKITS; fork kits for over 100 models * pulsation dampeners for front & rear suspension * Power-jet Mikunis, pre-jetted for performance * ATV; Throttle kits, power jet carbs, fork kits, pipes, shock mods, Odyssey cable * TERRYCABLE hats. P.O. Box 1321, Hesperia, CA 92345. (714) 244-9351. Out of state call (800) 854-4691. (249/TFNE)

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GET THE JOB DONE RIGHT! —Boring by top machinists. Sunnen-Mandrel honing to factory specs. Complete machine shop serv., cranks reblt., etc. Same day serv., cash/charge. Mike Condit's M/C Service, 7225 Canoga Ave., Canoga Park, CA 91630. (213) 346-0472.

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PERFECTION PORTING on any 2 cycle cylinder. Quality headwork on any 4 cycle. Your specs or ours (Stages I,II or III). Perfection Guaranteed. Complete facilities for flow benching all makes. Academy Cycle, 6155 N. Academy, Colorado Springs, CO 80907. (303) 599-3436.

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